

**FIG. 1**

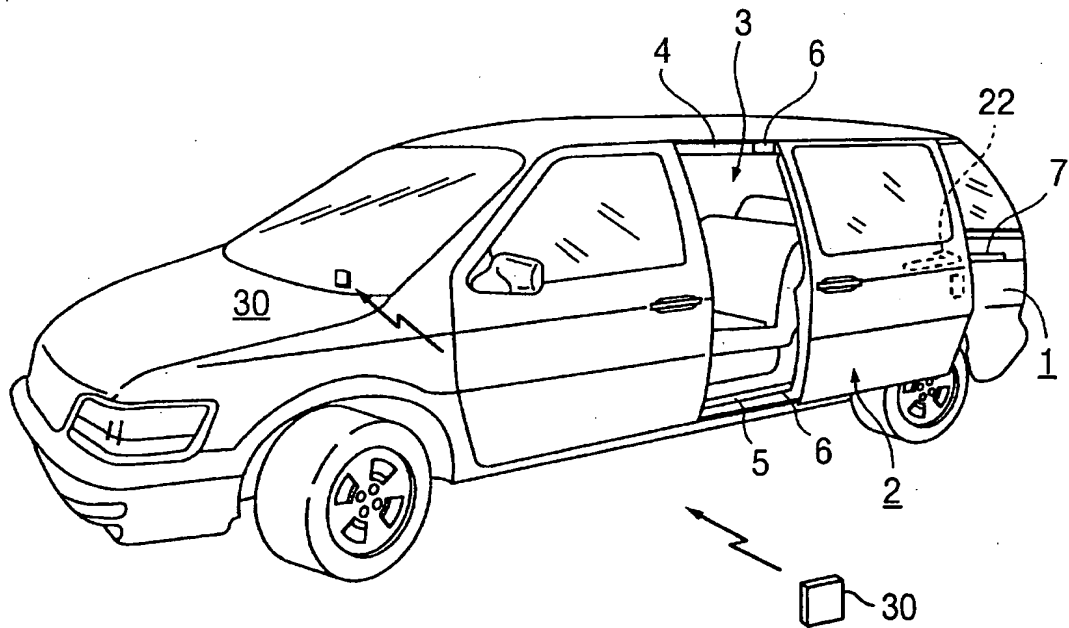


FIG. 2

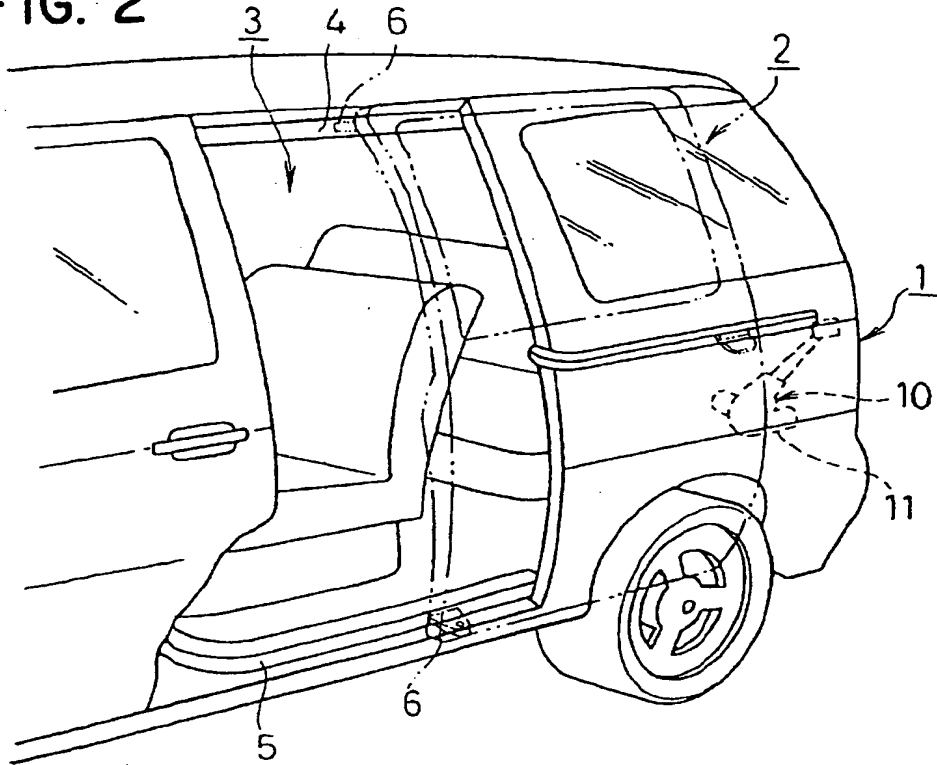
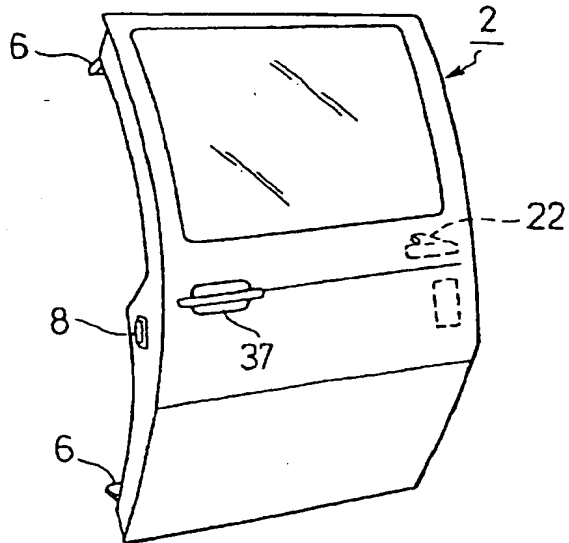


FIG. 3



**FIG. 4**

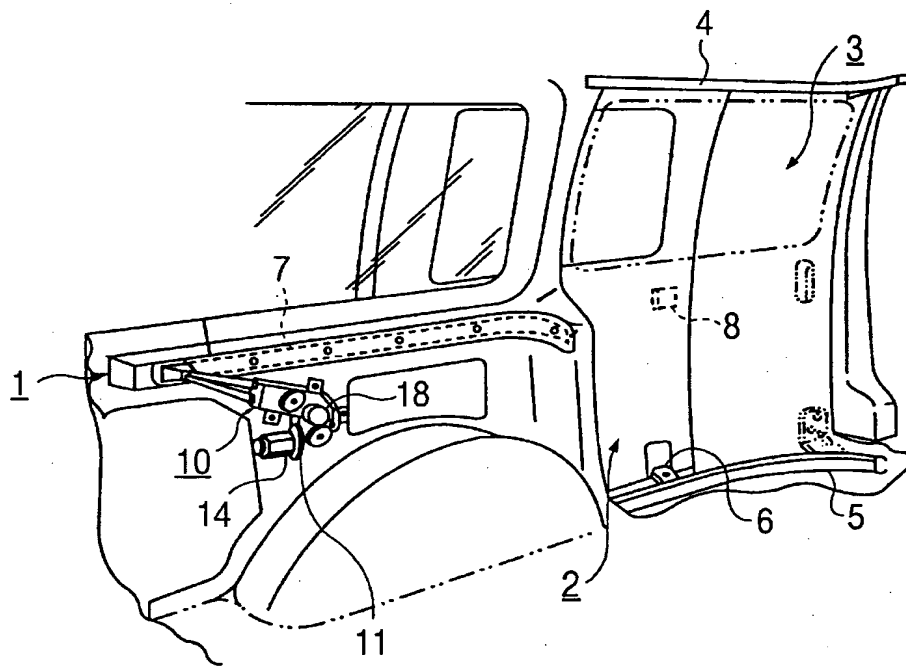


FIG. 5

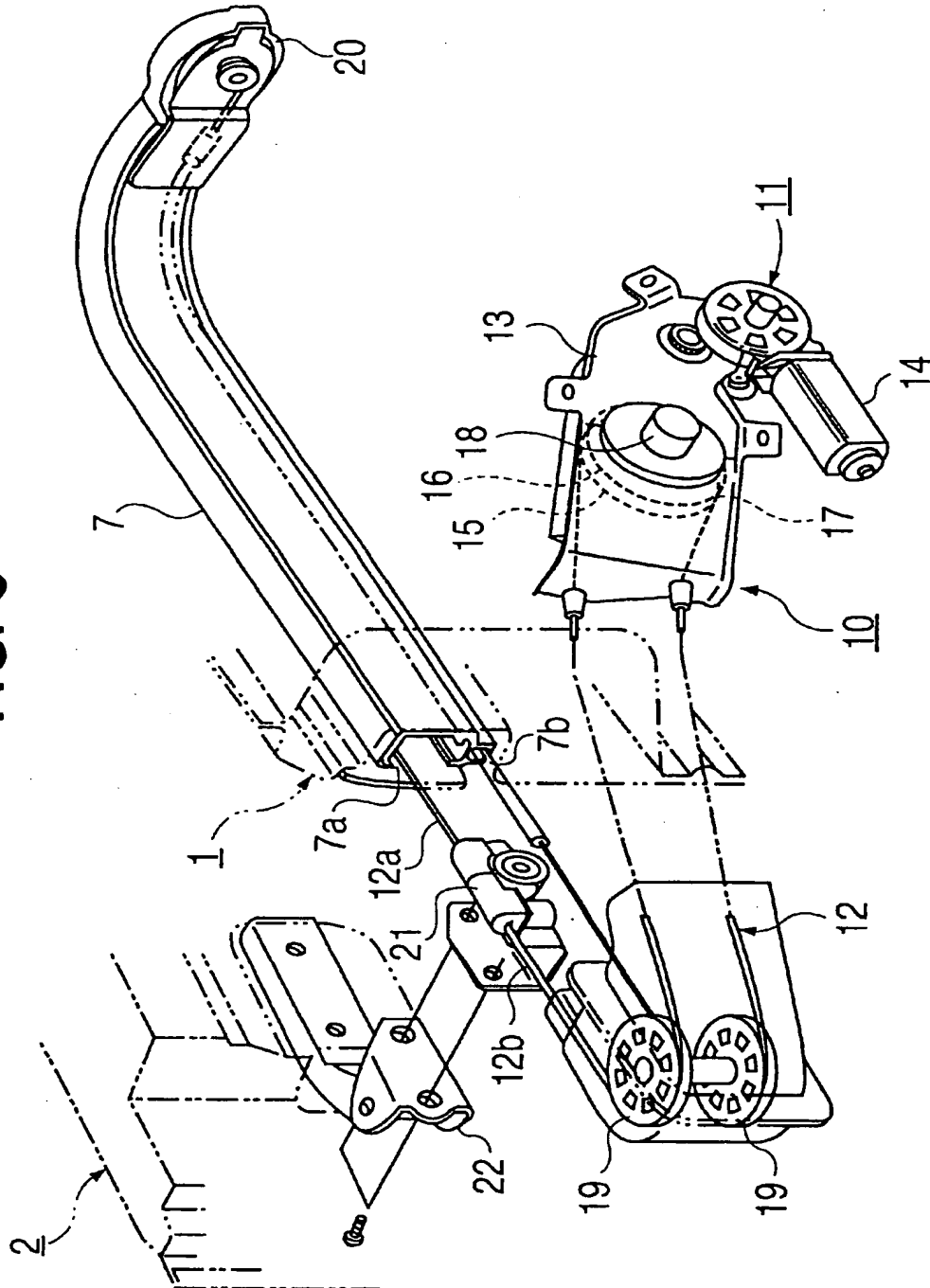


FIG. 6

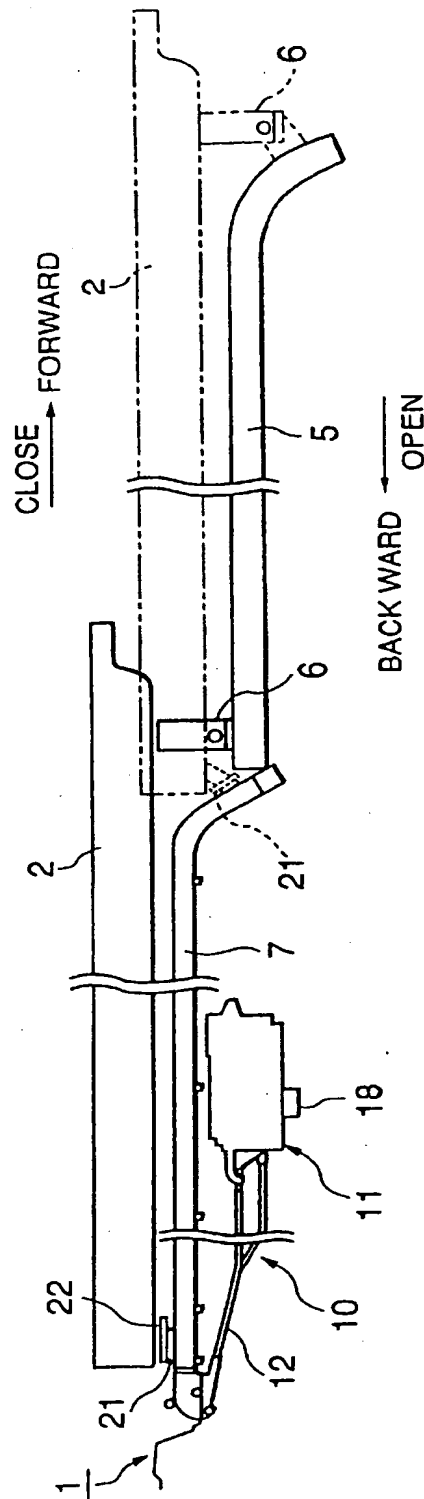


FIG. 7

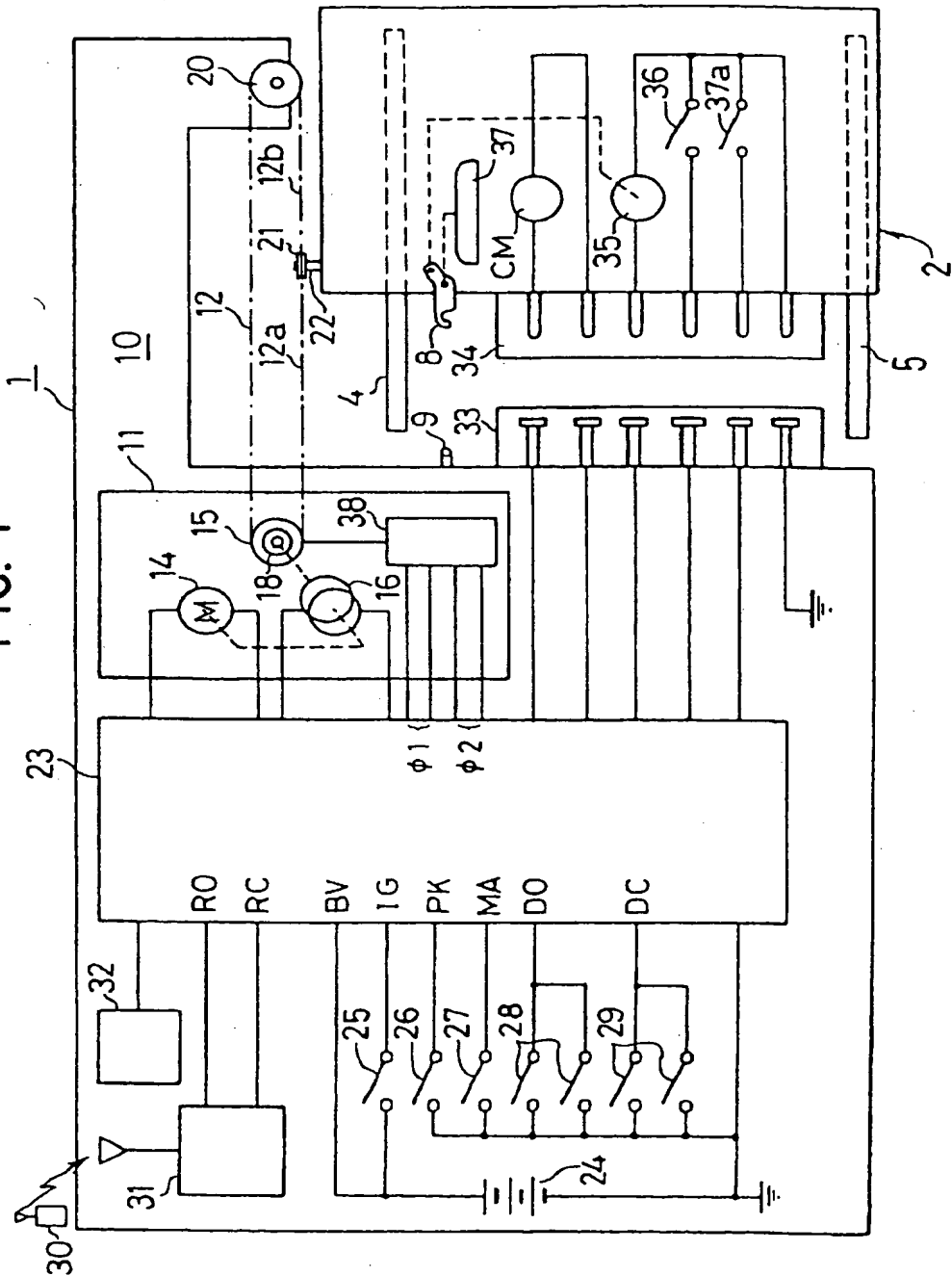


FIG. 8

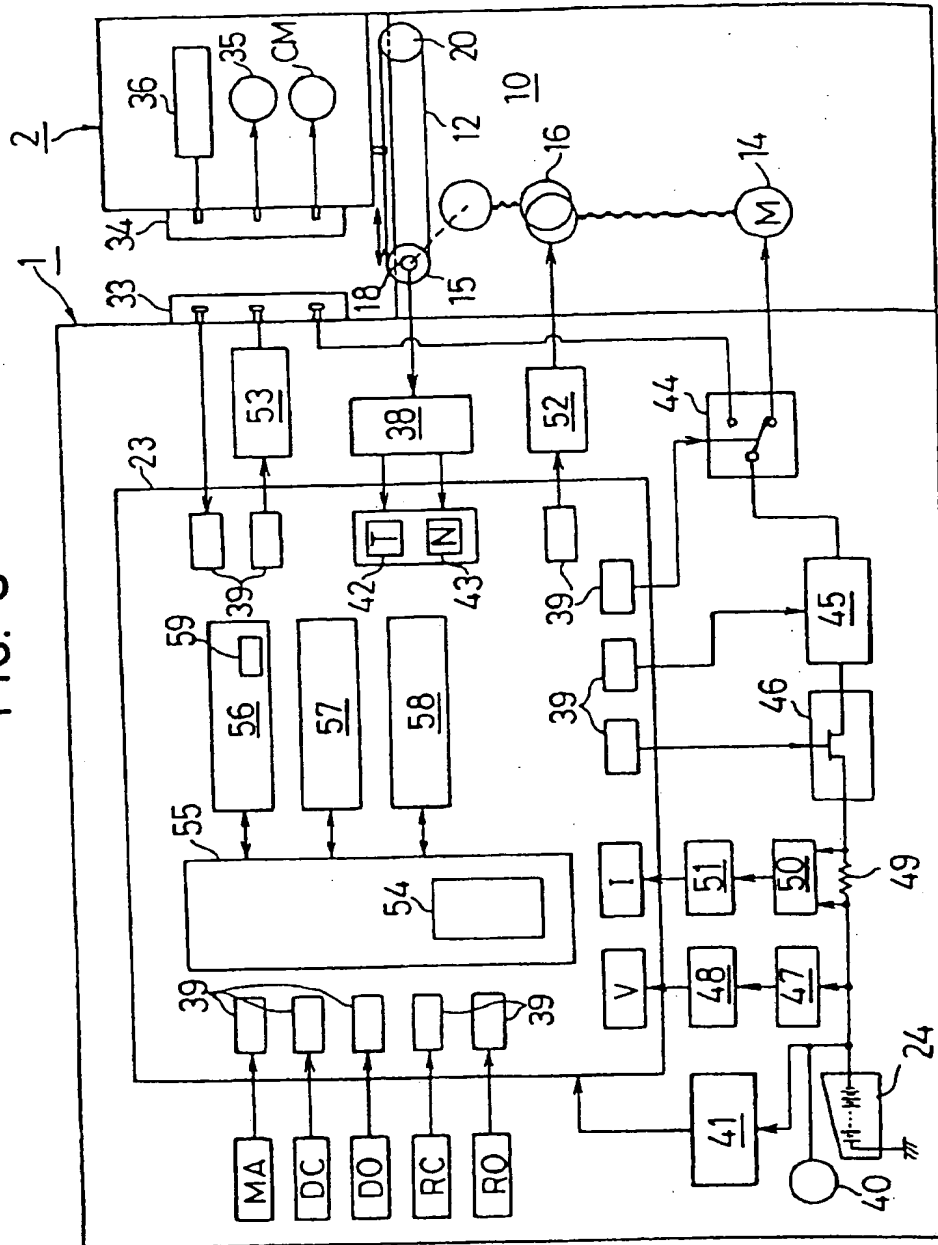


FIG. 9

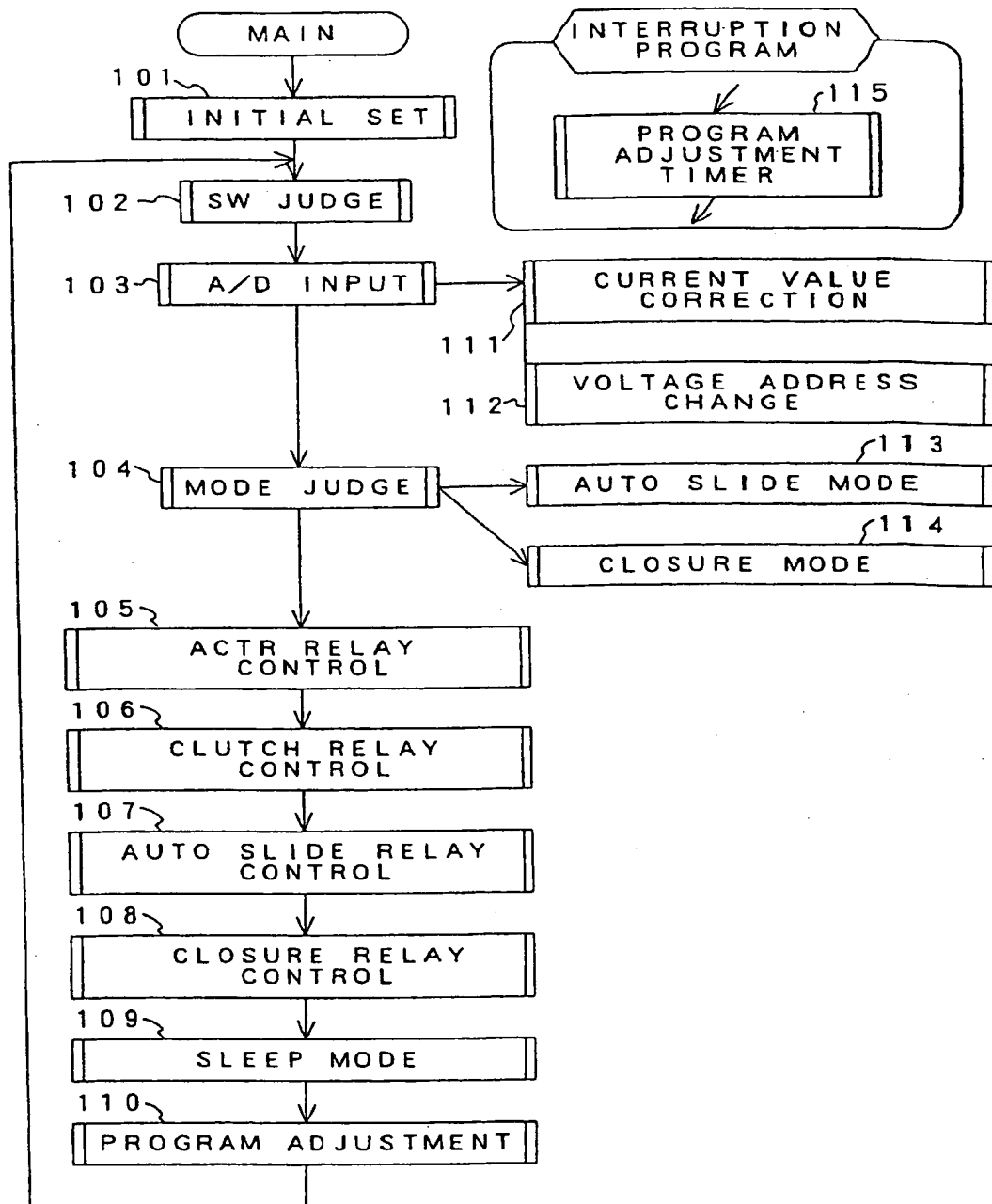




FIG. 10

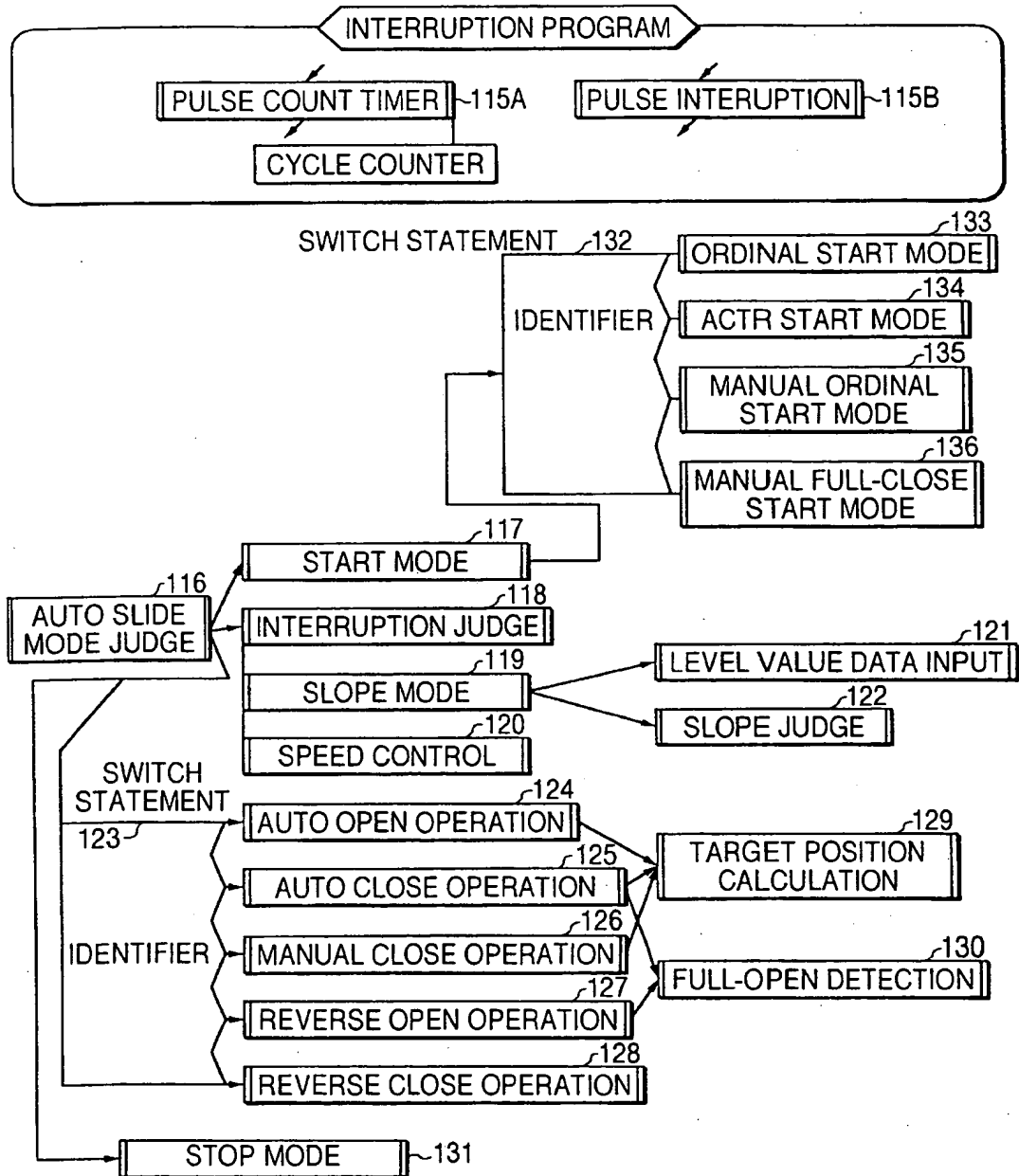


FIG. 11

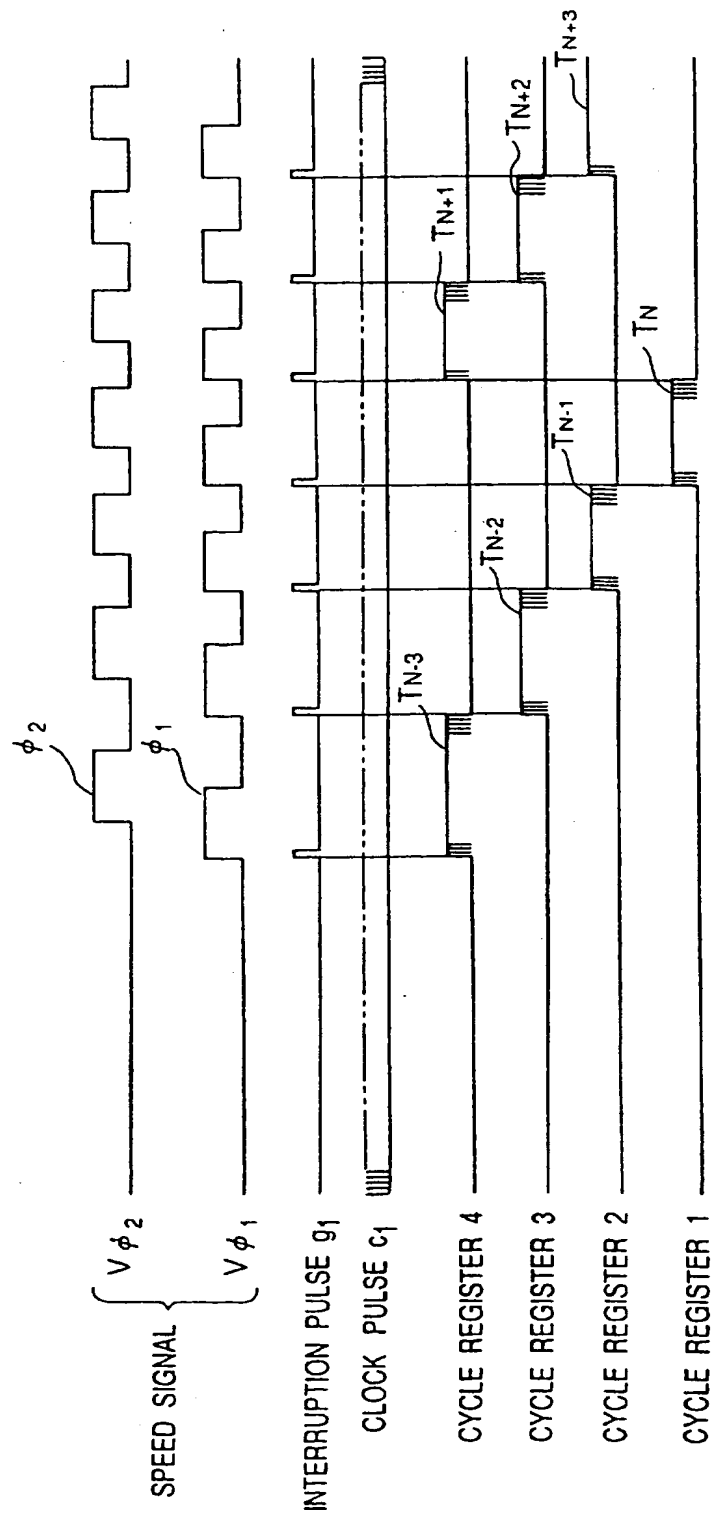


FIG. 12

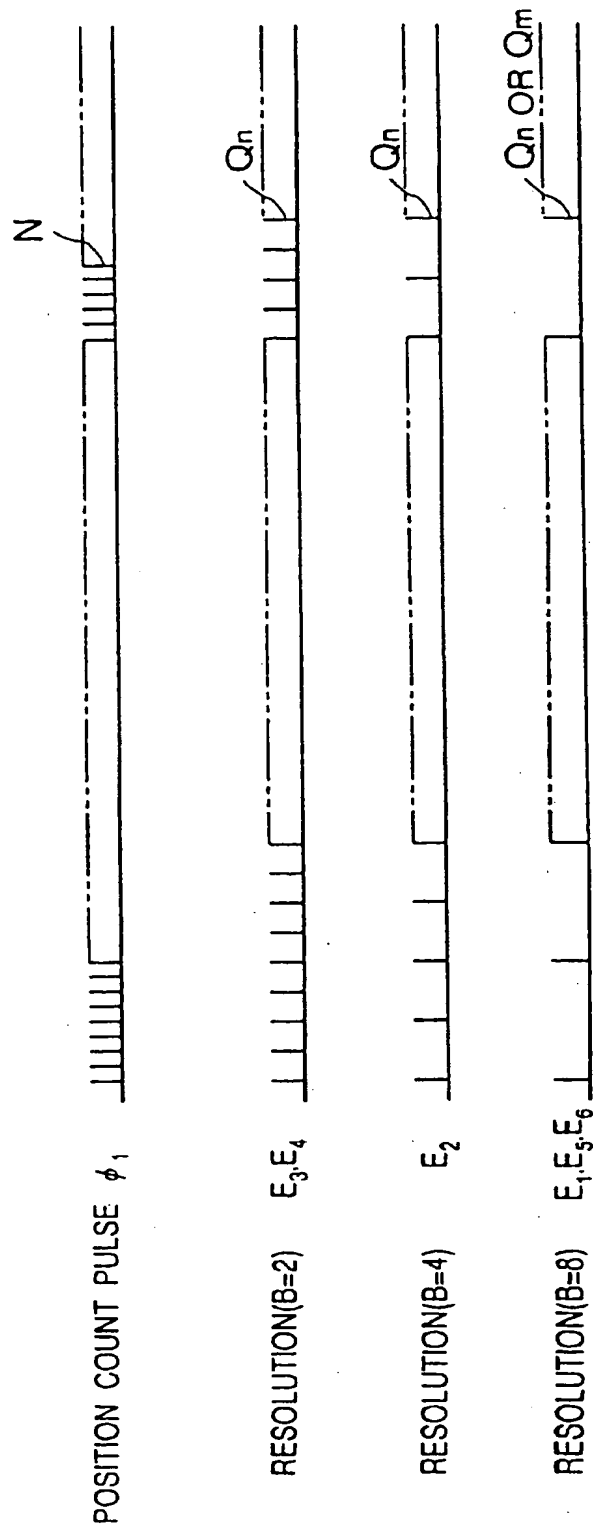


FIG. 13

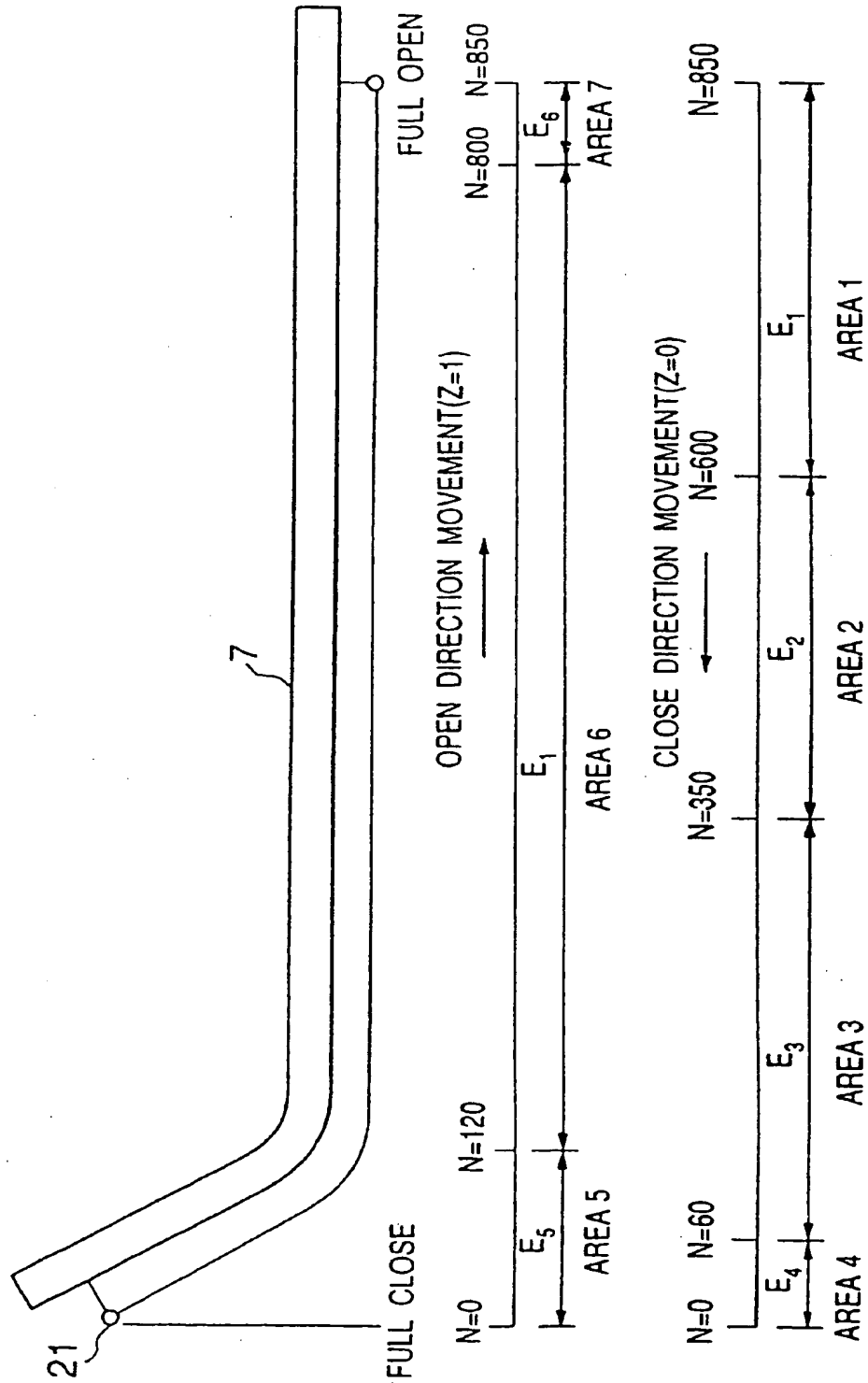
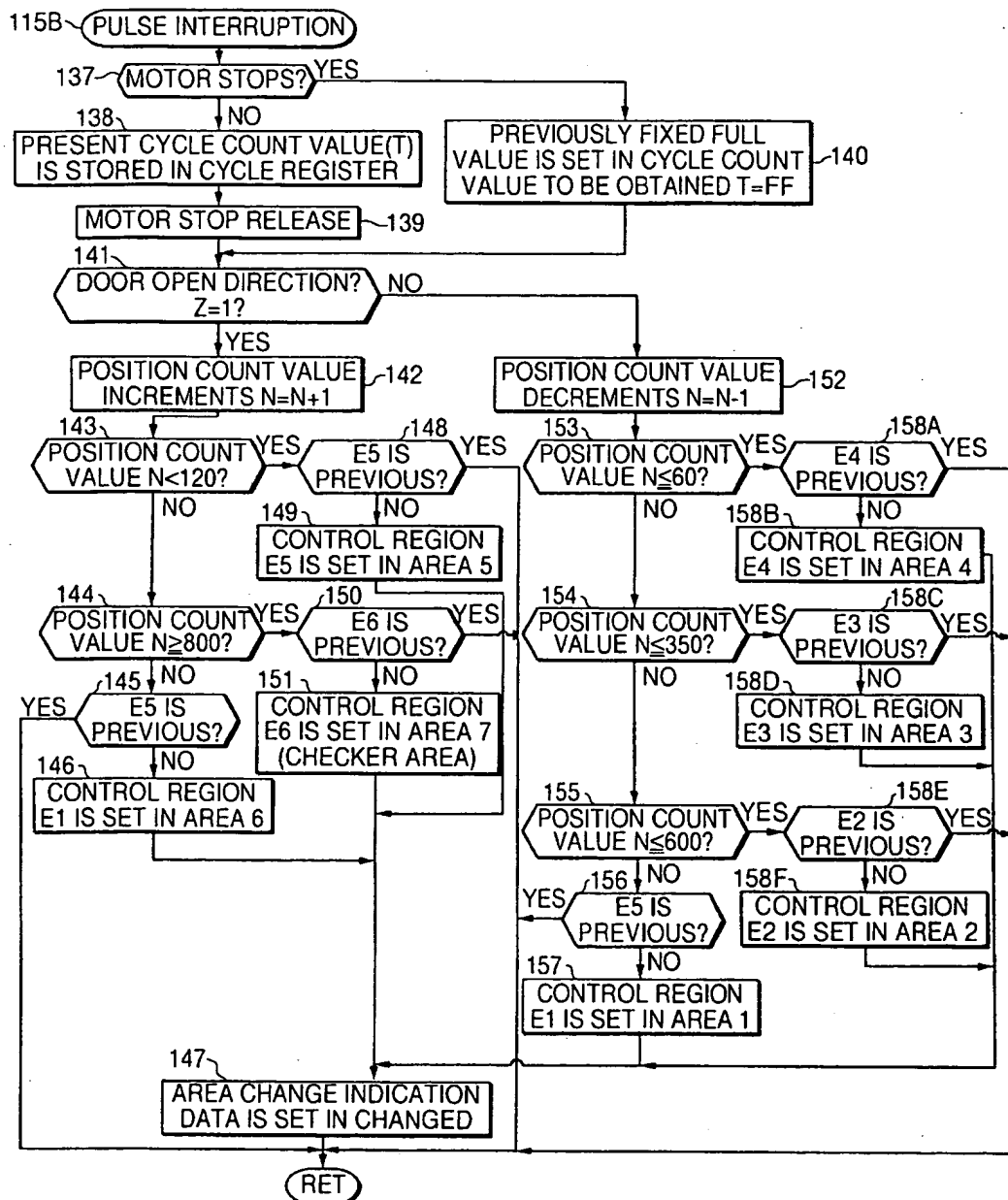
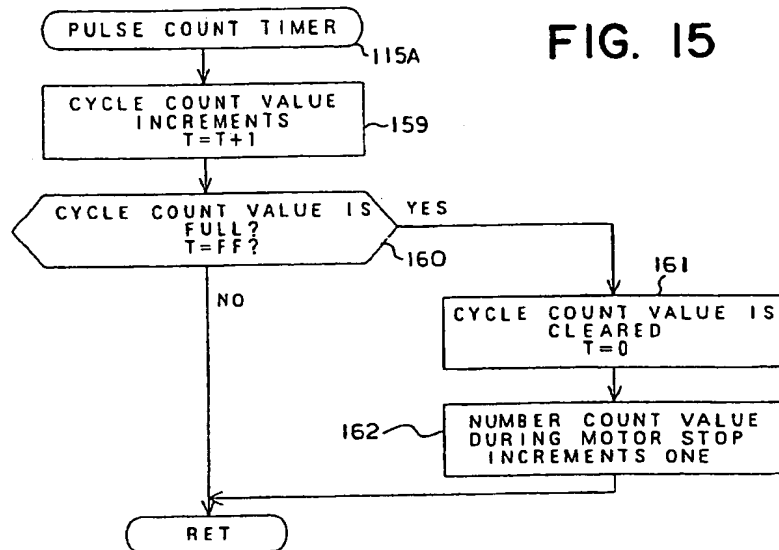


FIG. 14





**FIG. 16**

AREA NAME	CONTROL REGION NAME	DOOR MOVEMENT CONTROL SPEED	STUDY RESOLUTION	ATTENTION DEGREE
AREA1	ORDINAL CONTROL REGION (E <sub>1</sub> )	T = 250 mm/s D = 259	B = 8	SMALL
AREA2	SPEED REDUCTION CONTROL REGION (E <sub>2</sub> )	T = 170 mm/s D = 170	B = 4	DANGEROUS REGIONS
AREA3	LINK SPEED REDUCTION CONTROL REGION (E <sub>3</sub> )	T = 100 mm/s D = 100	B = 2	
AREA4	SHUT-DOWN CONTROL REGION (E <sub>4</sub> )	T = T × 1.2 = 120 mm/s D = 120	B = 2	
AREA5	LINK SPEED REDUCTION CONTROL REGION (E <sub>5</sub> )	T = 200 mm/s D = 200	B = 8	SMALL
AREA6	ORDINAL CONTROL REGION (E <sub>6</sub> )	T = 250 mm/s D = 250	B = 8	SMALL
AREA7	CHECK CONTROL REGION (E <sub>7</sub> )	T = 250 mm/s		MIDDLE

FIG. 17

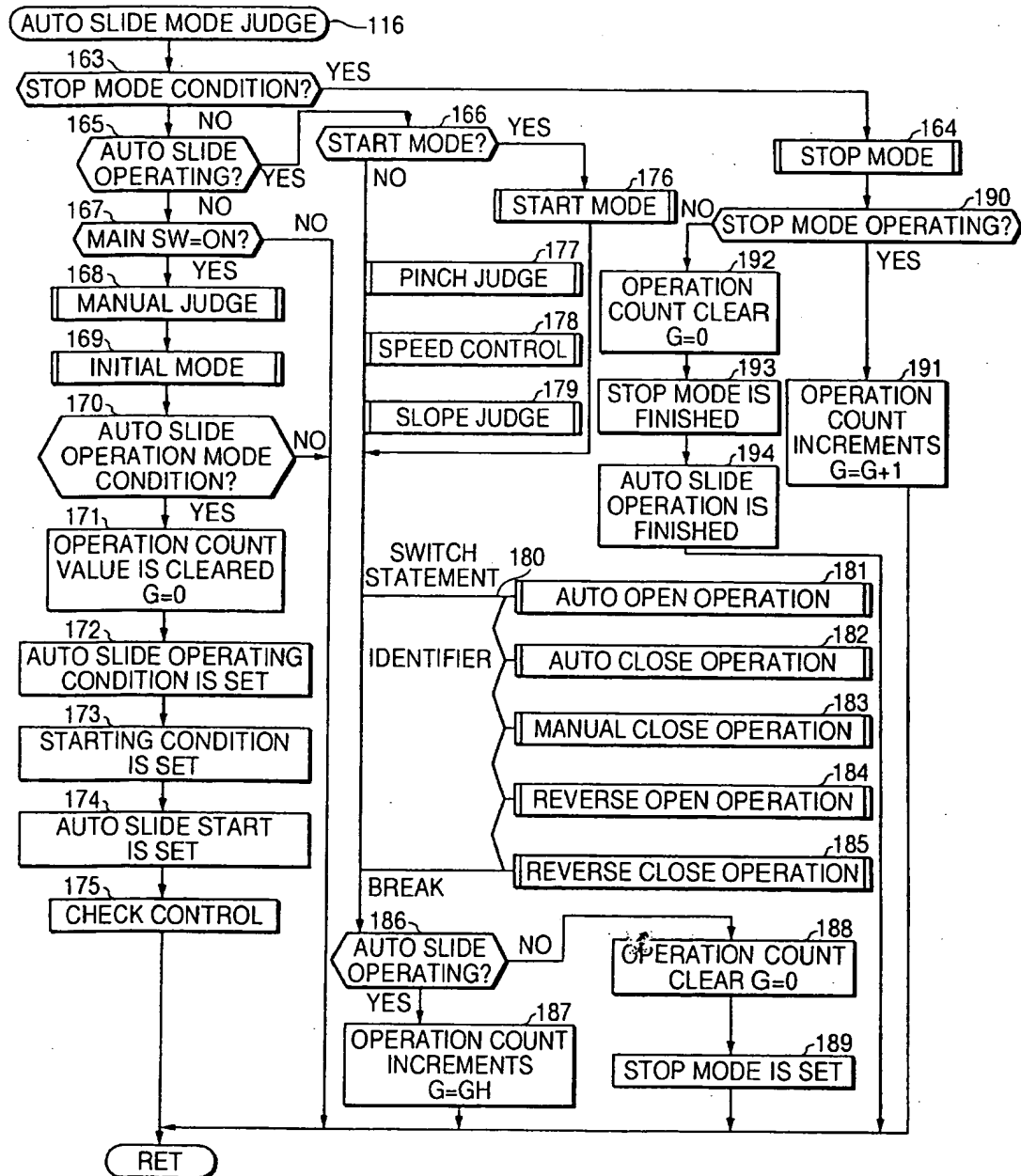


FIG. 18

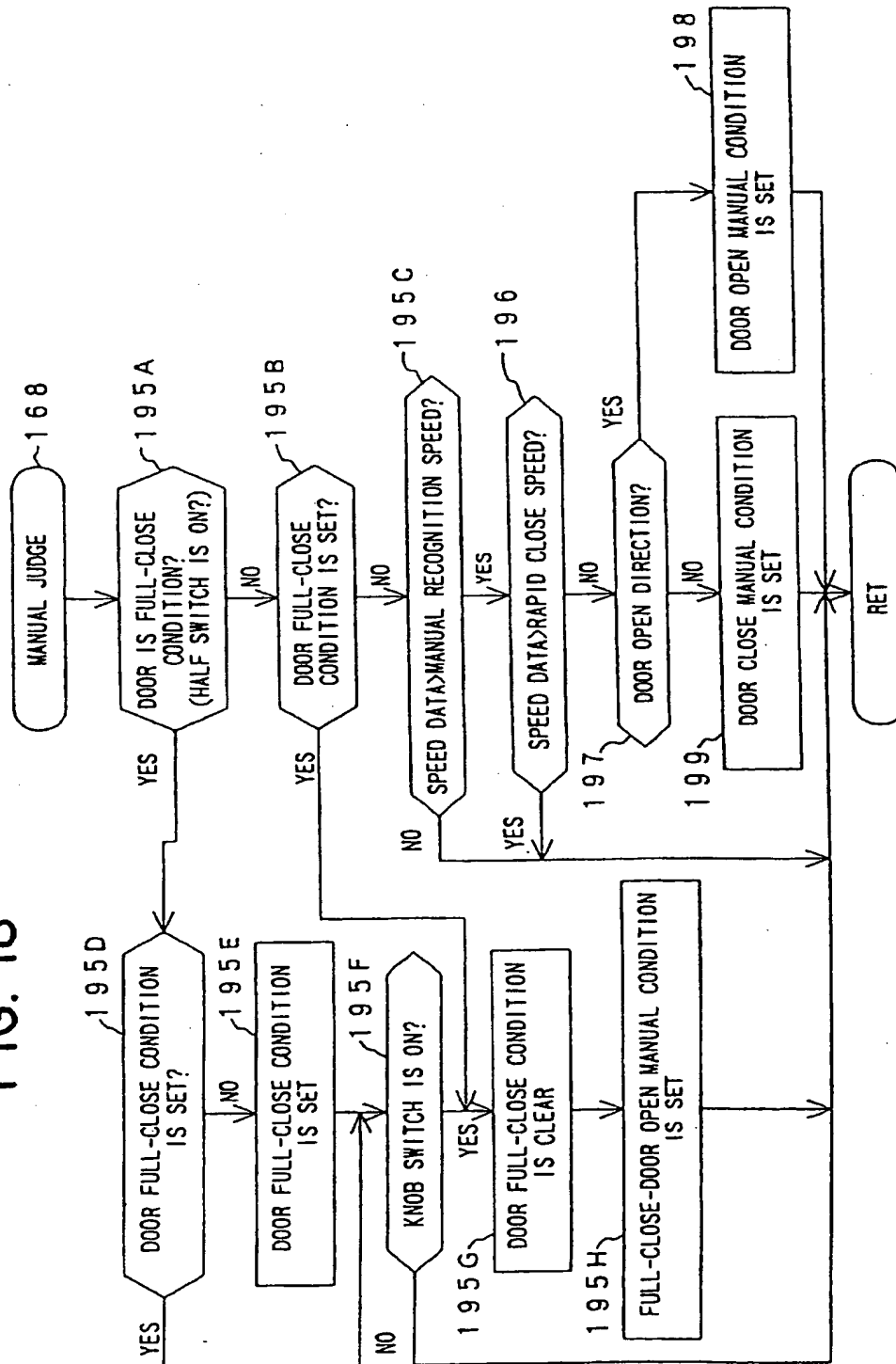




FIG. 19

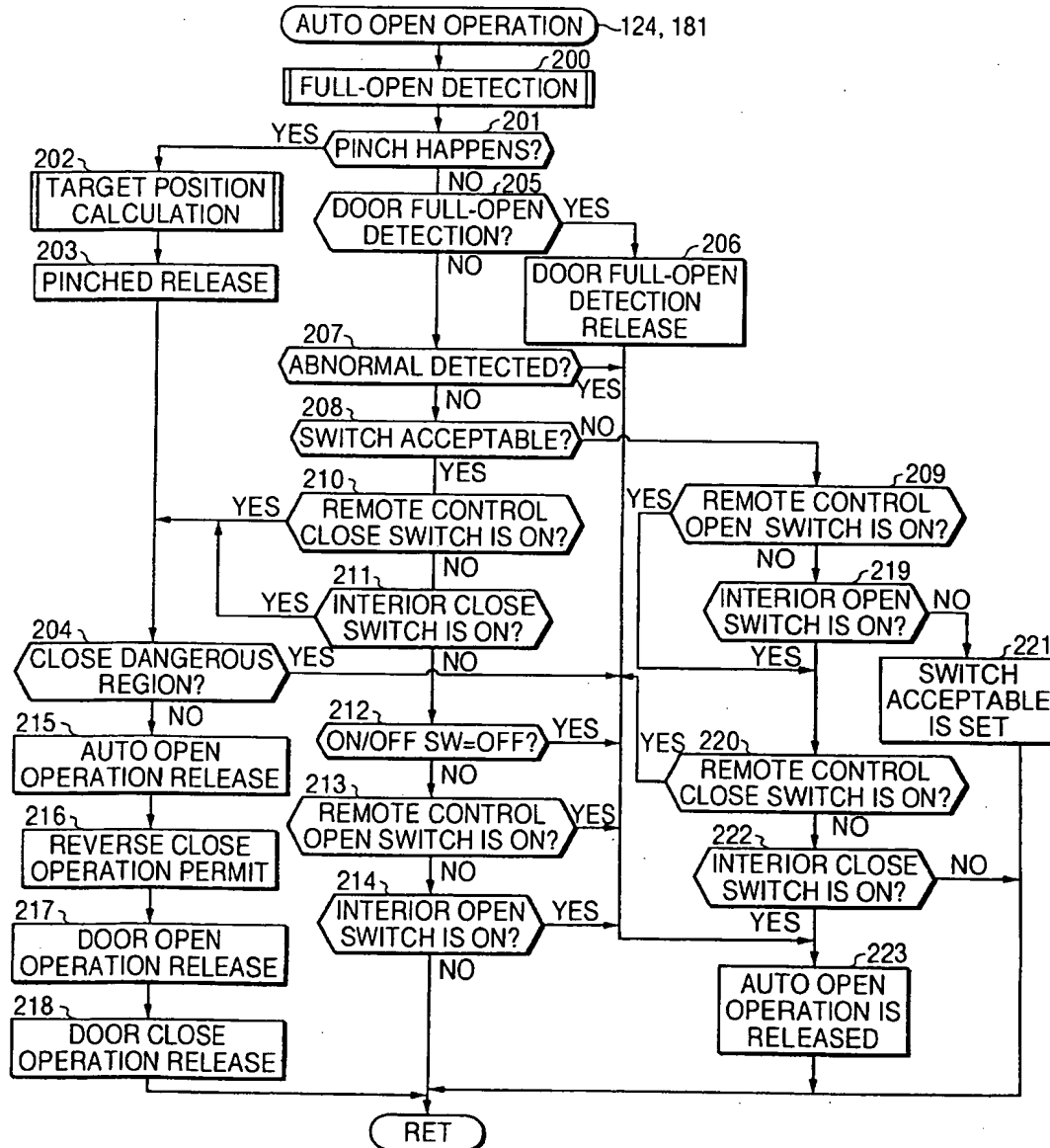


FIG. 20

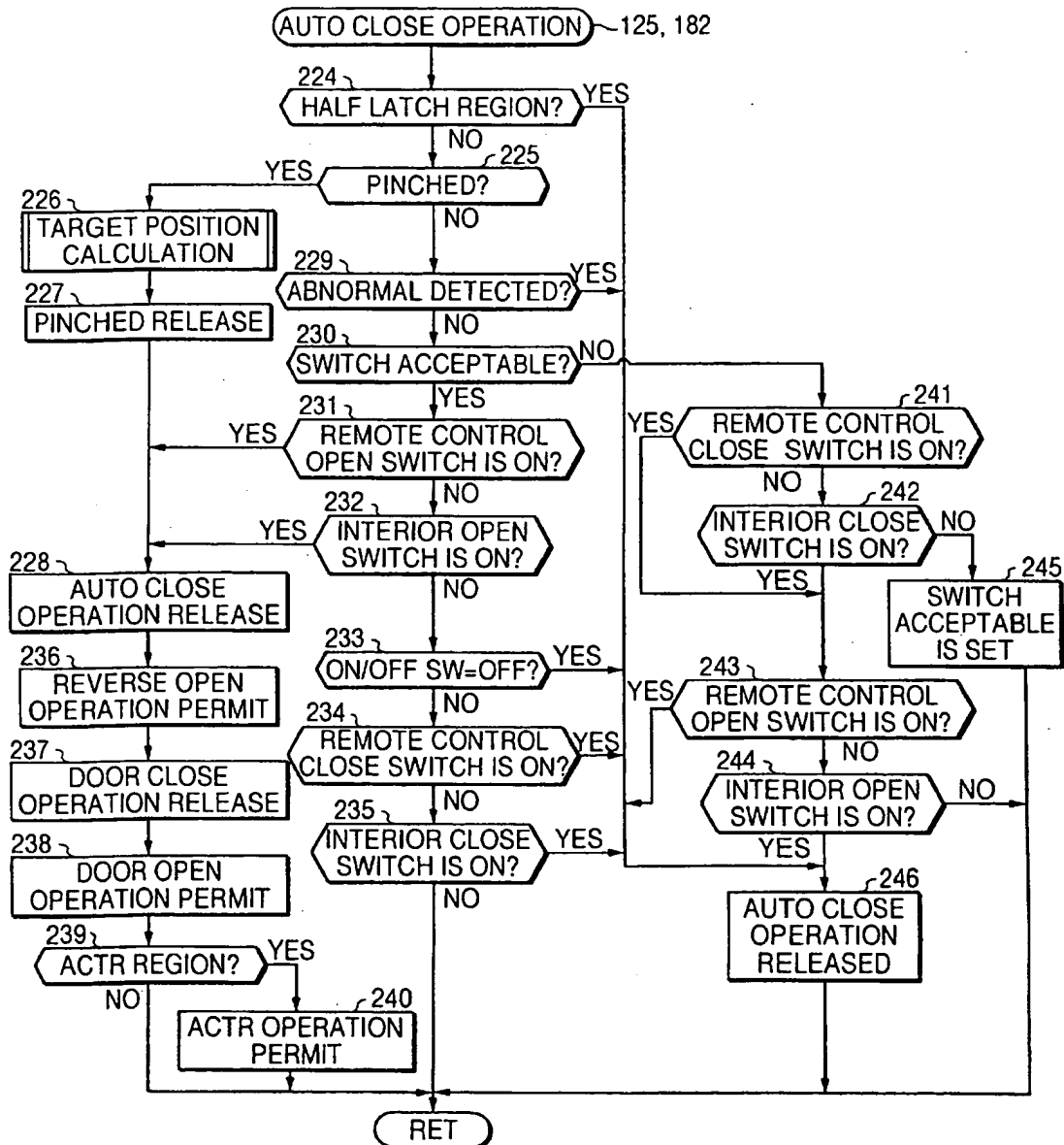


FIG. 21

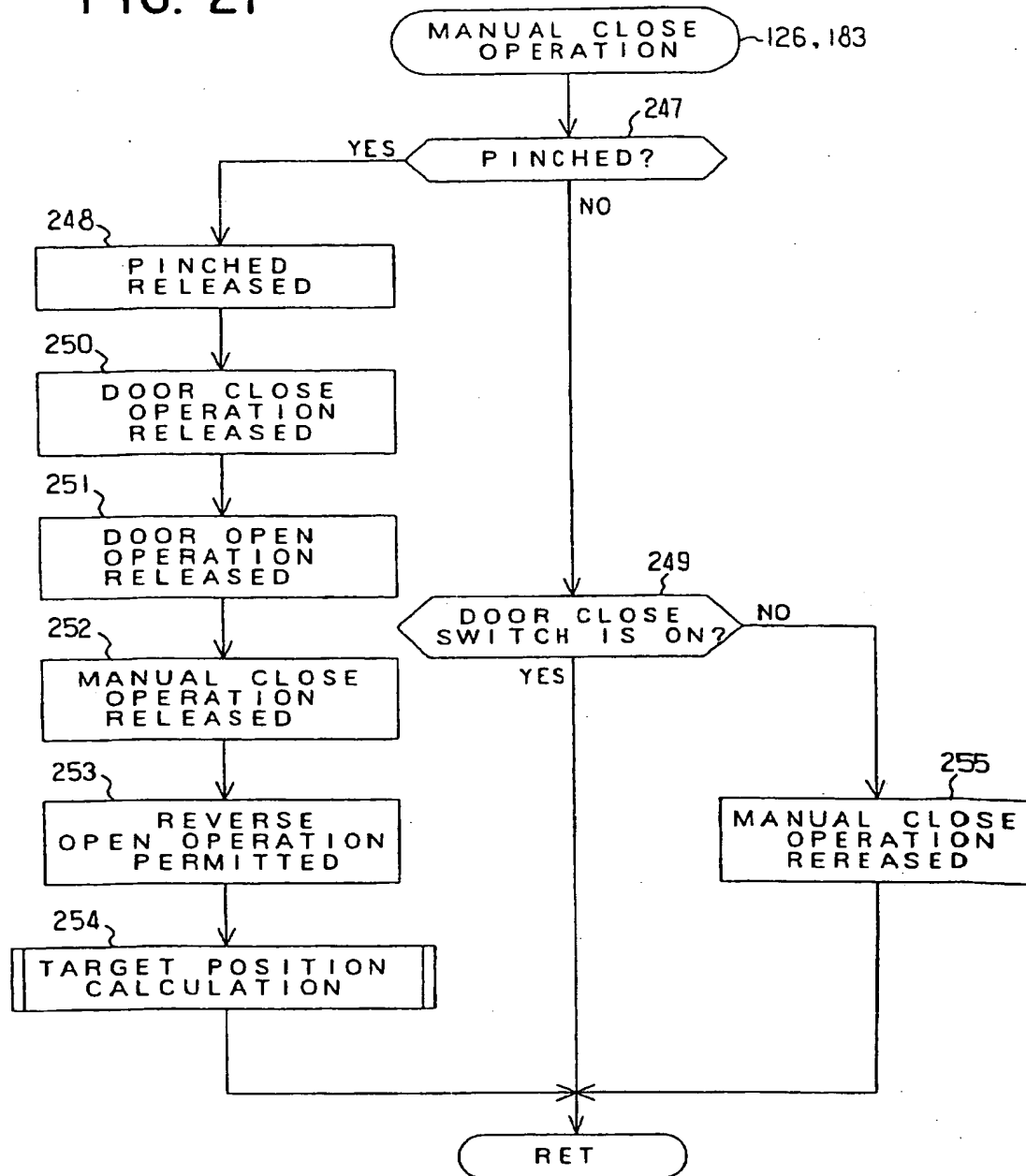


FIG. 22

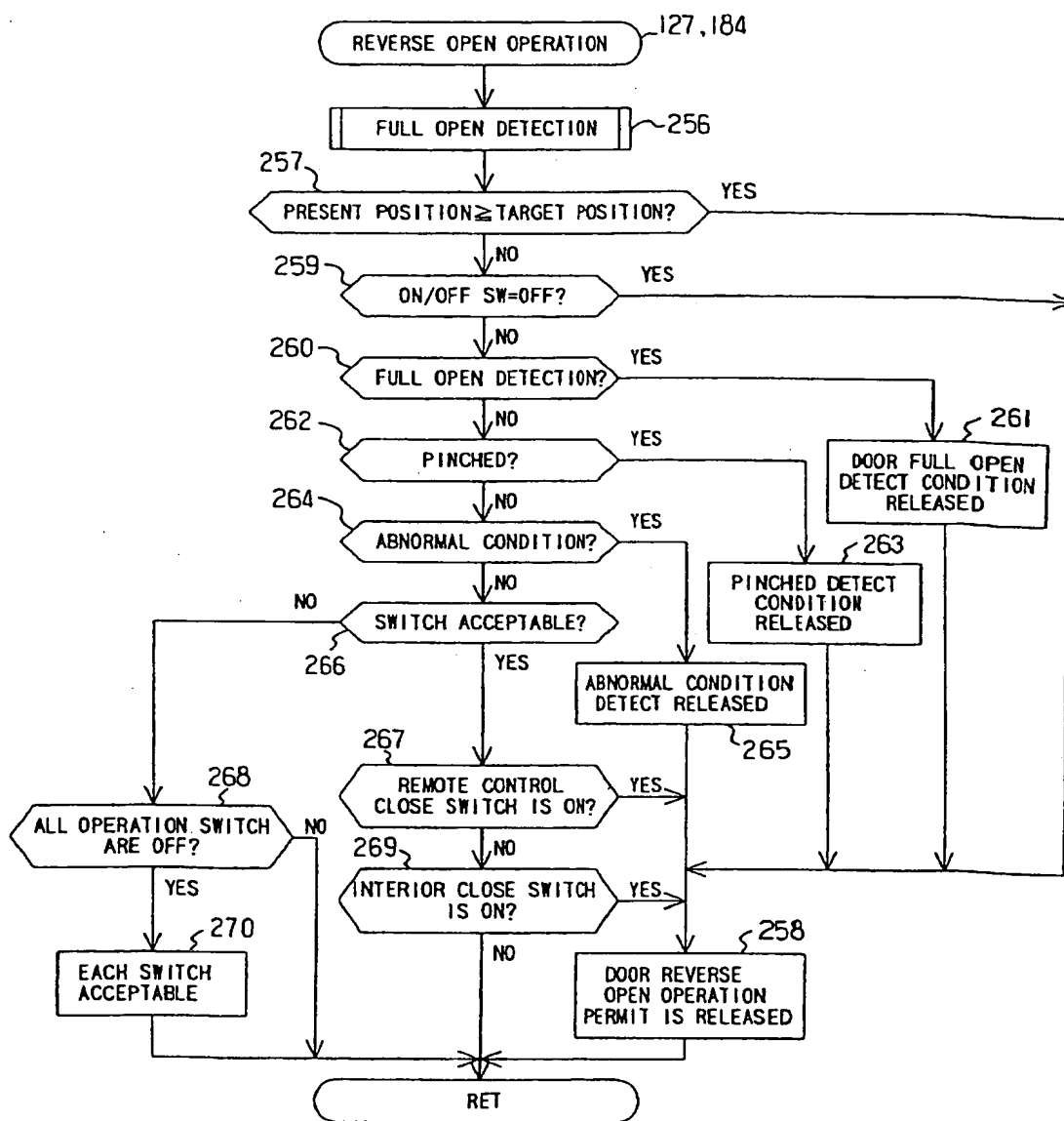


FIG. 23

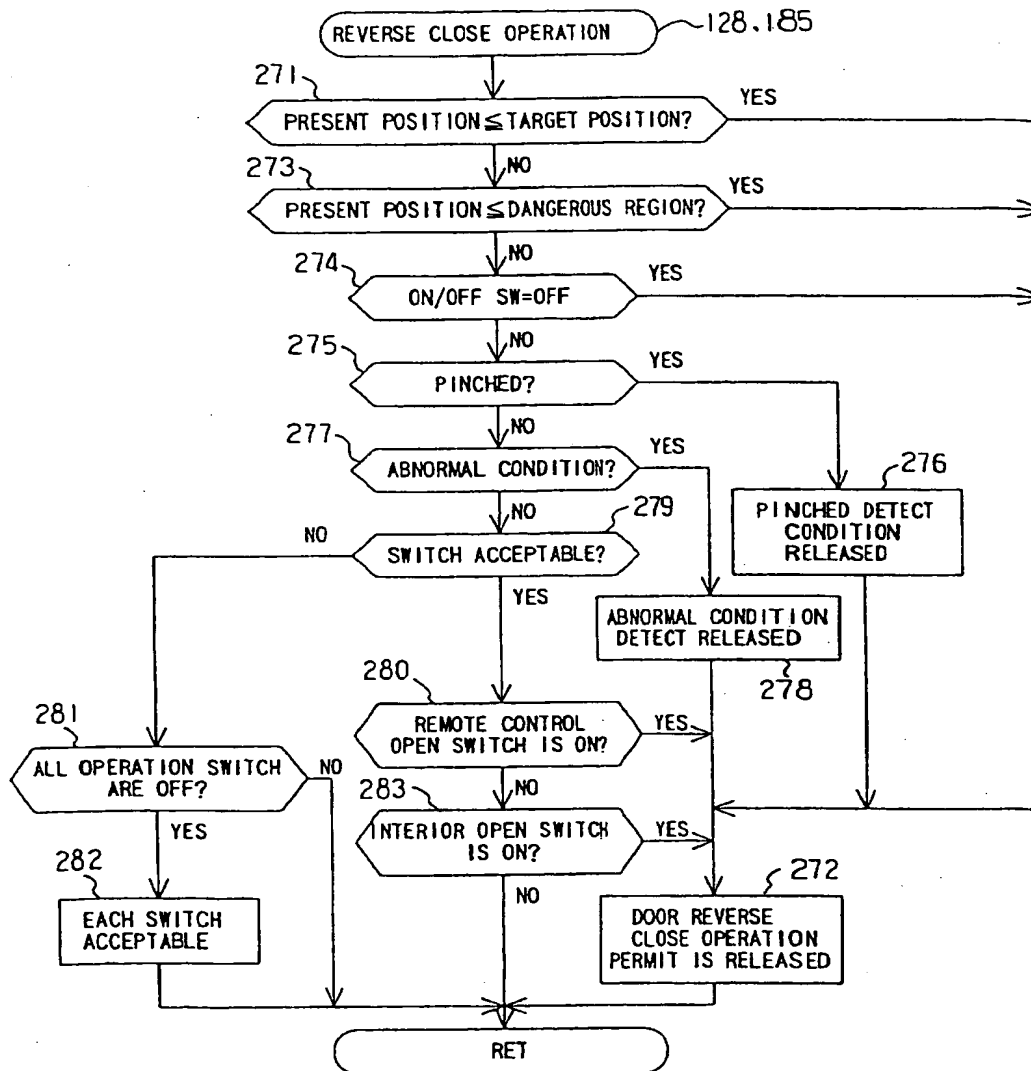
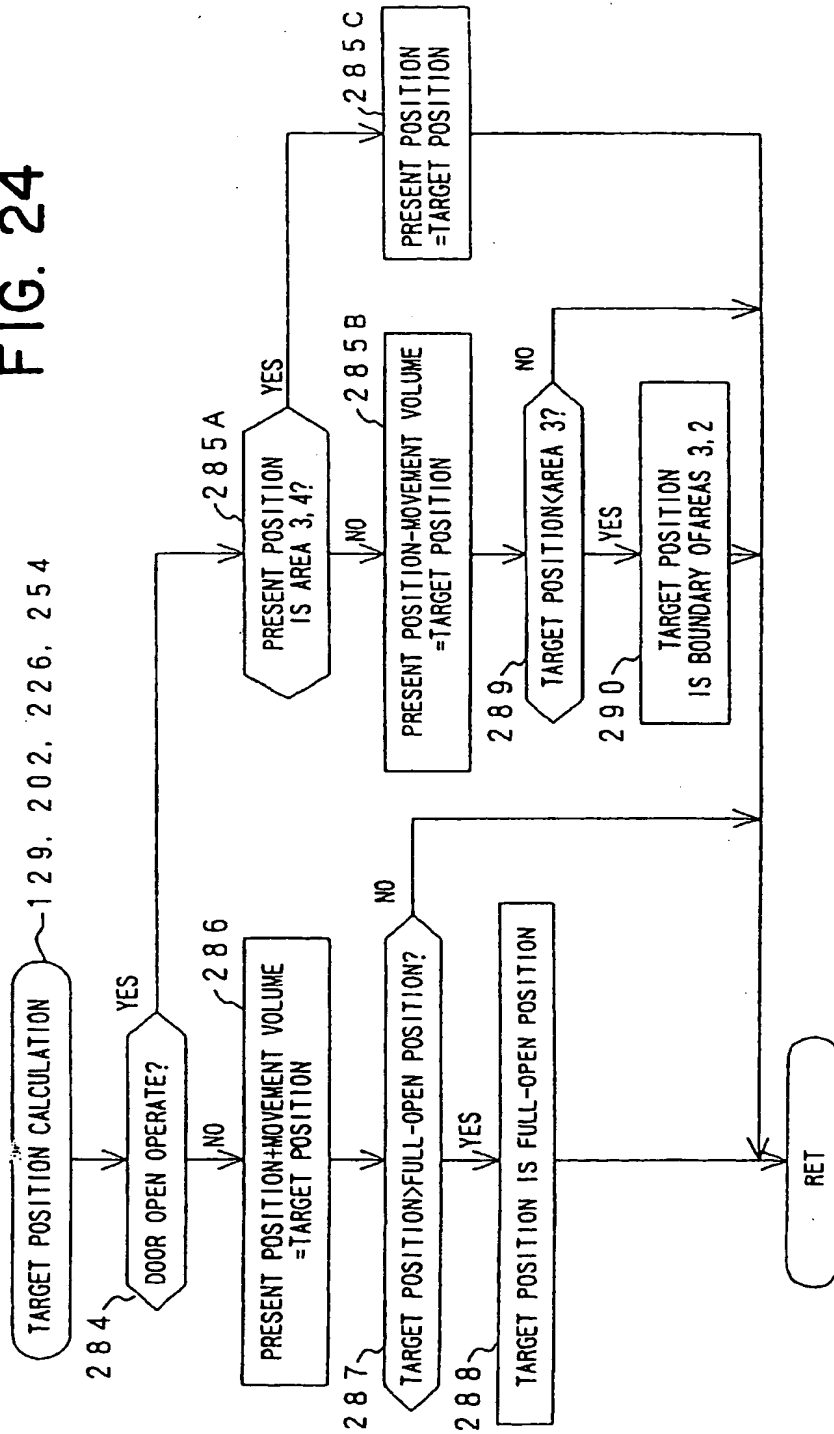


FIG. 24



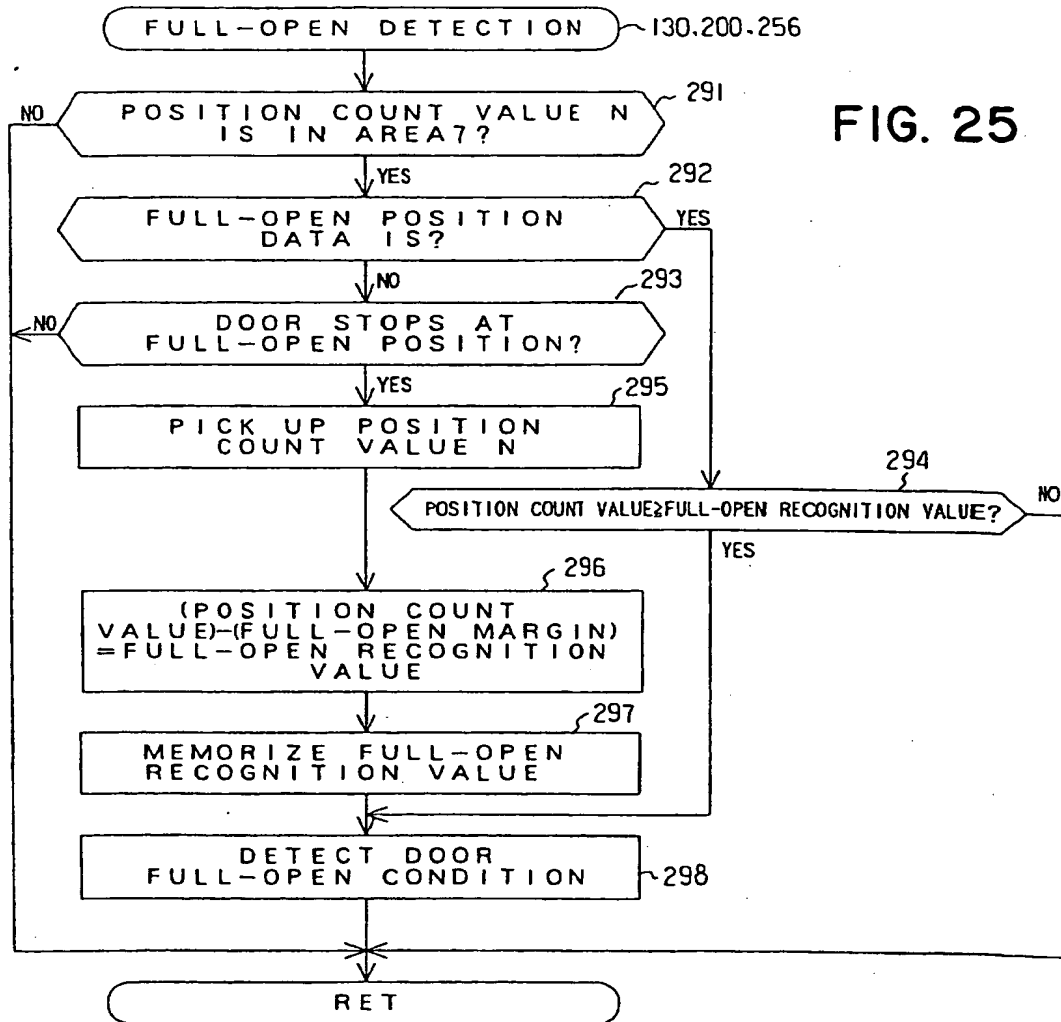


FIG. 26

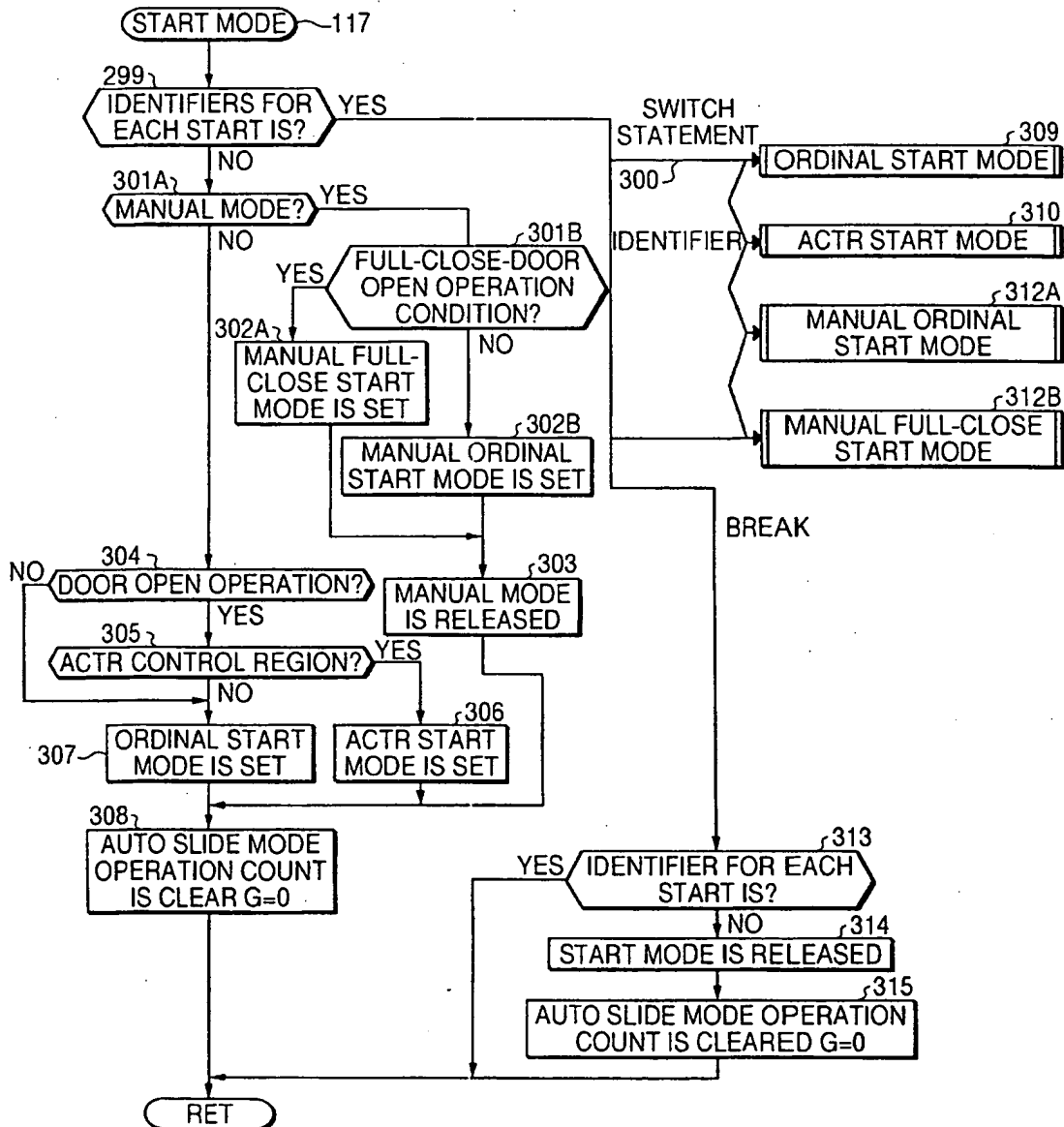




FIG. 27

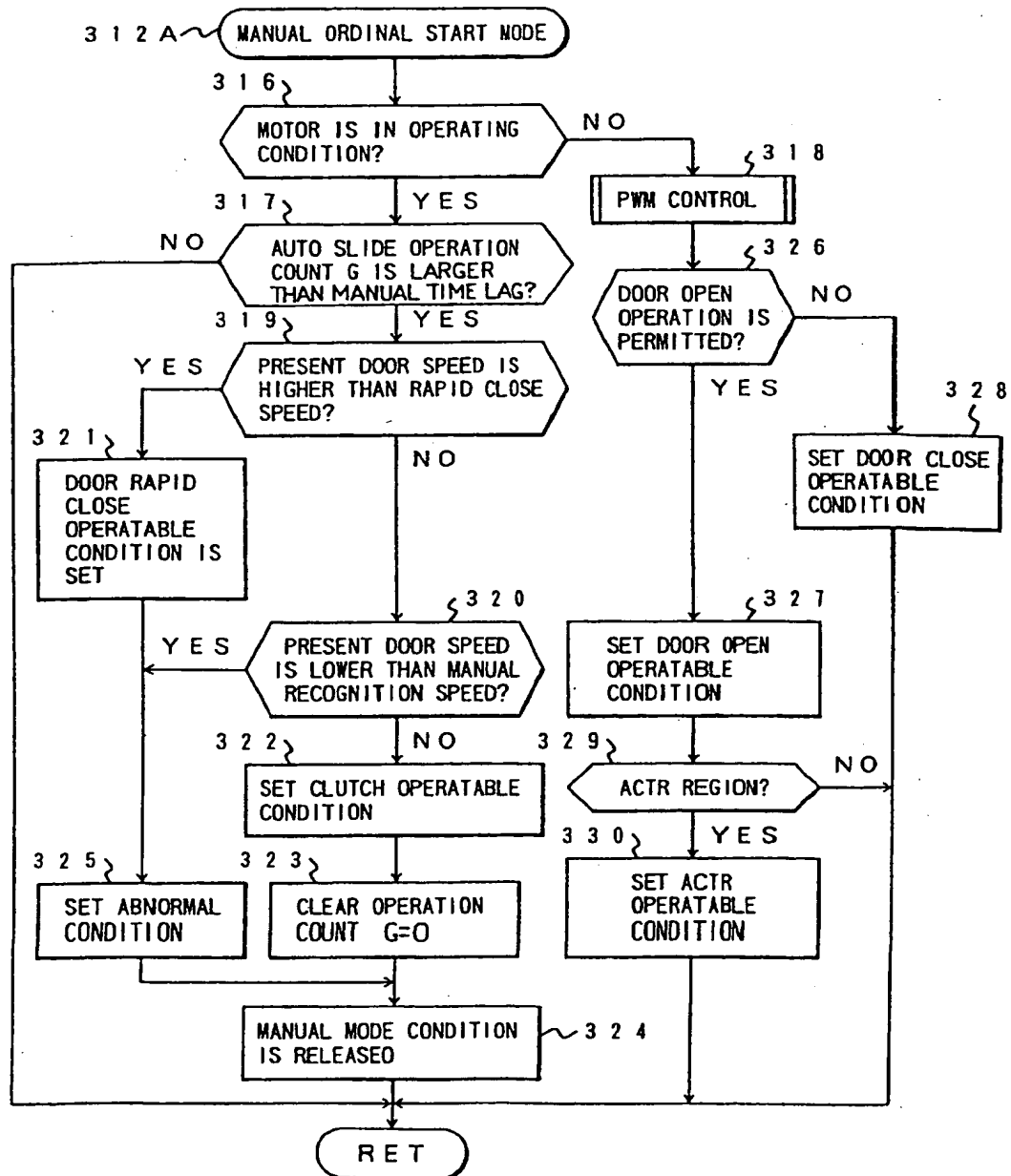


FIG. 28

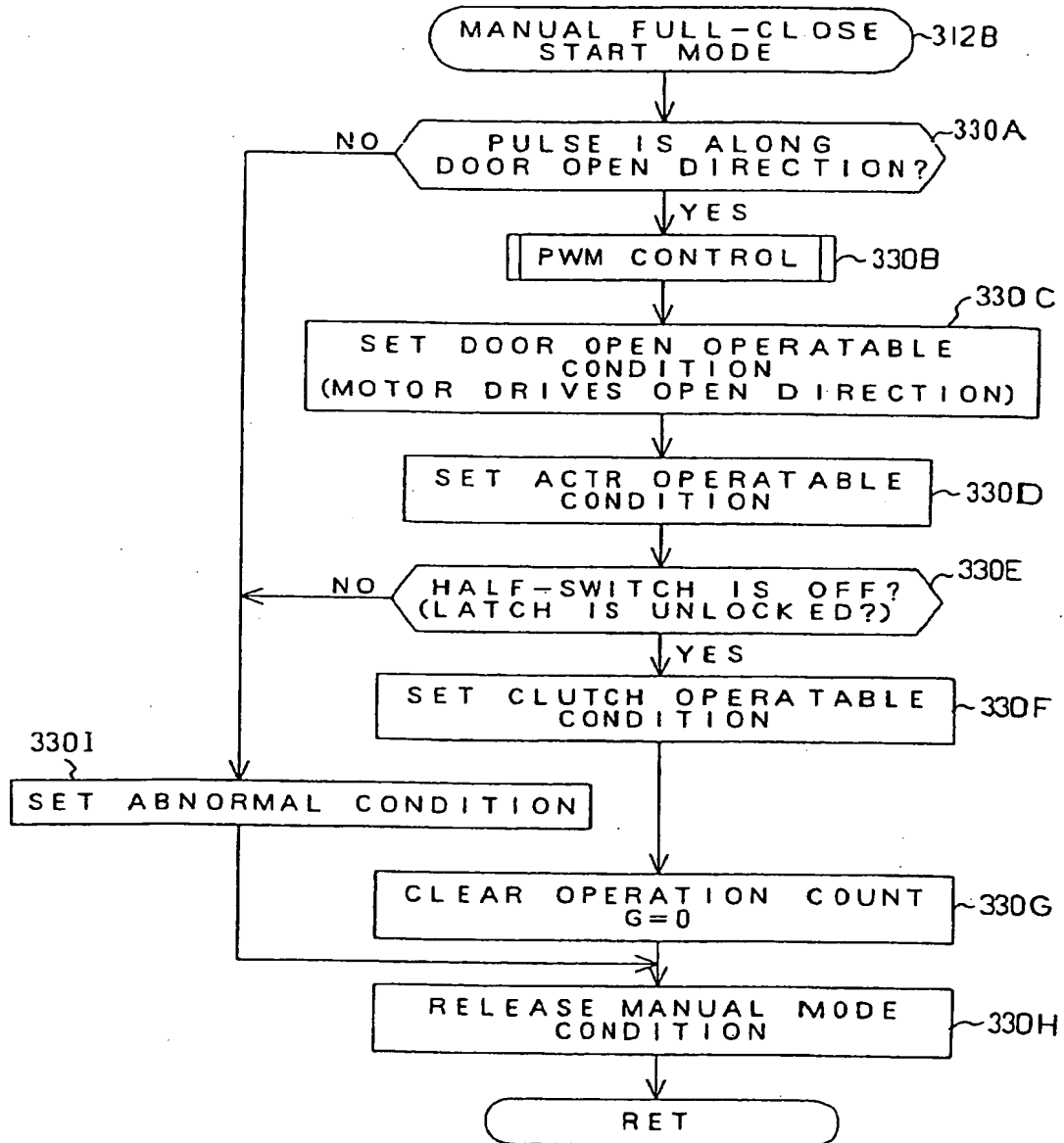


FIG. 29

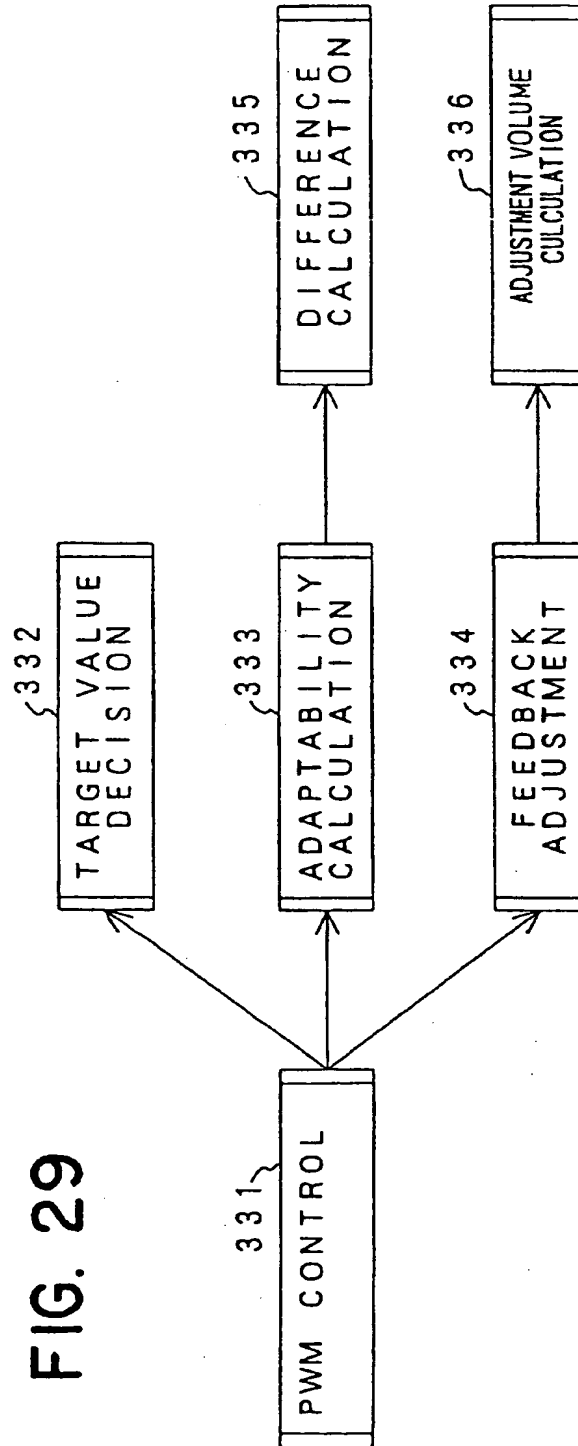


FIG. 30

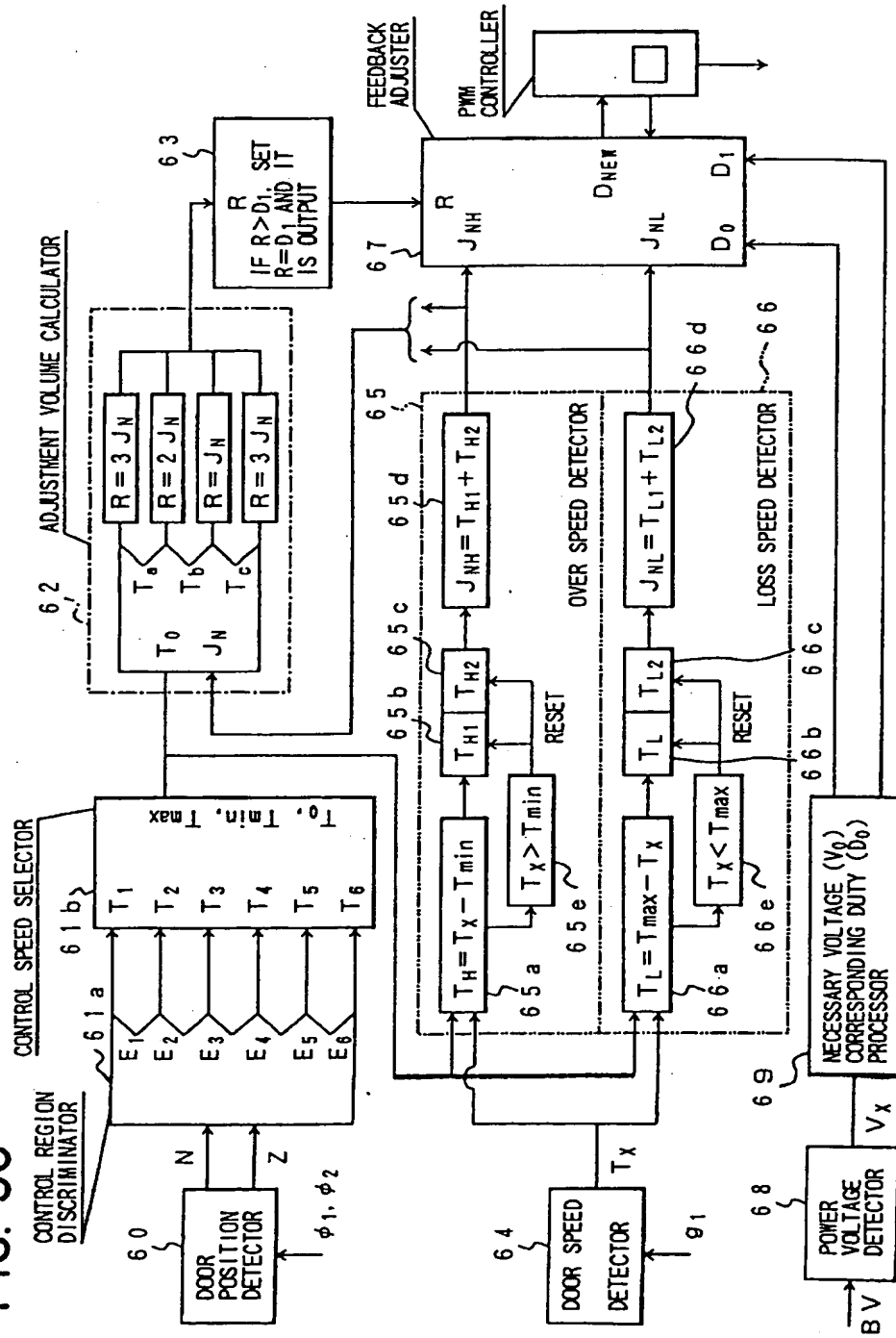


FIG. 31

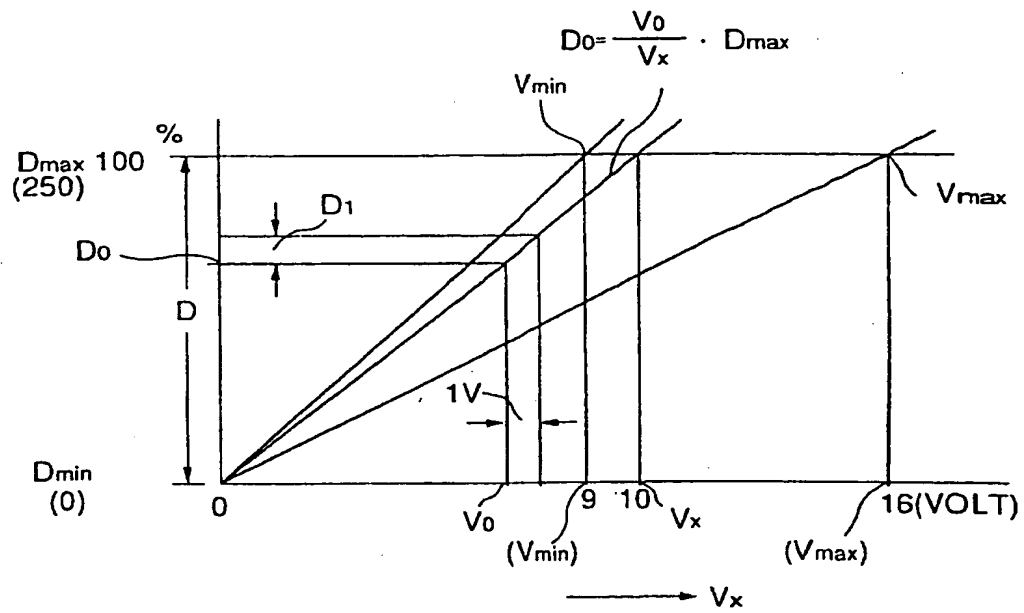


FIG. 32

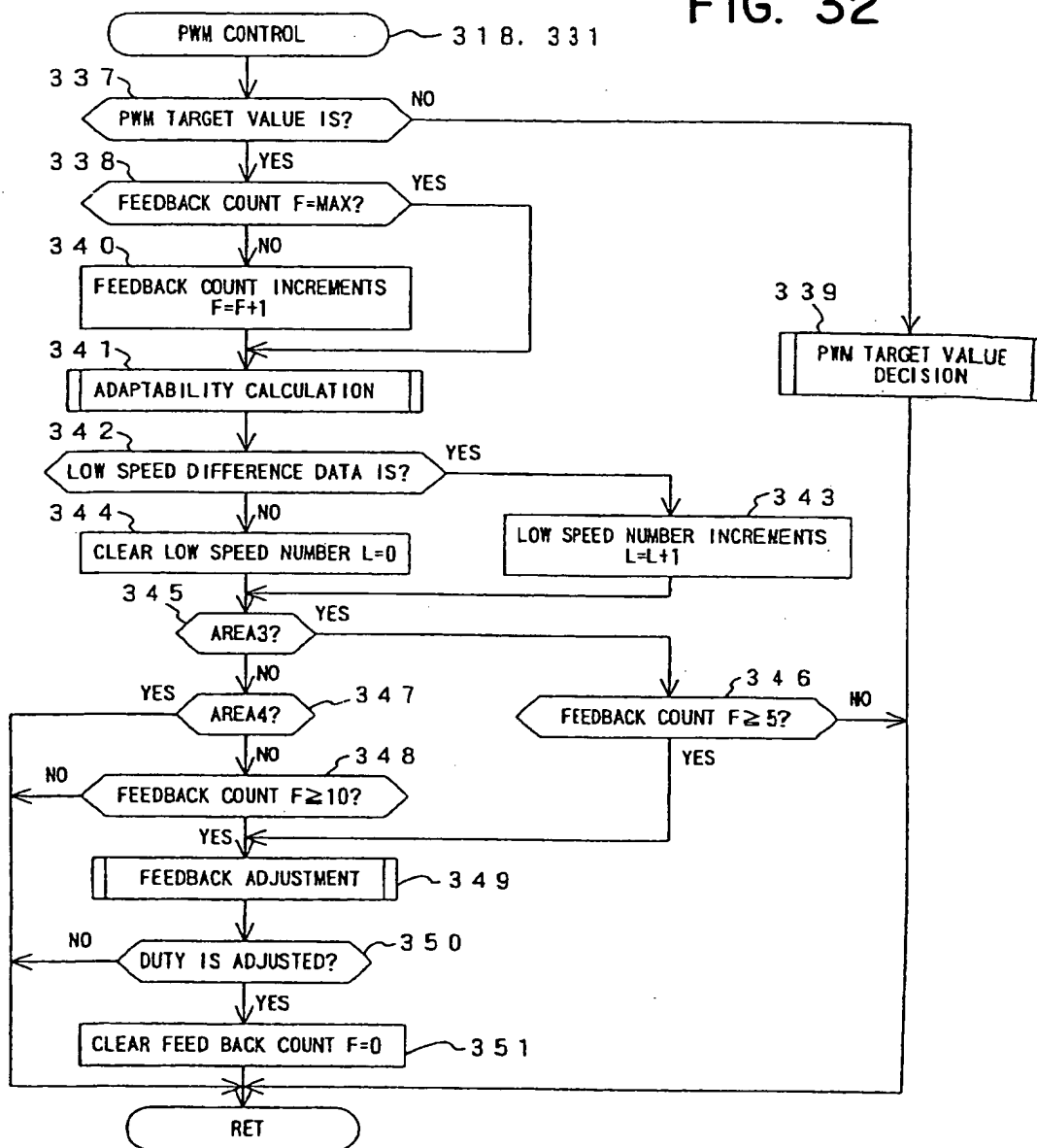


FIG. 33

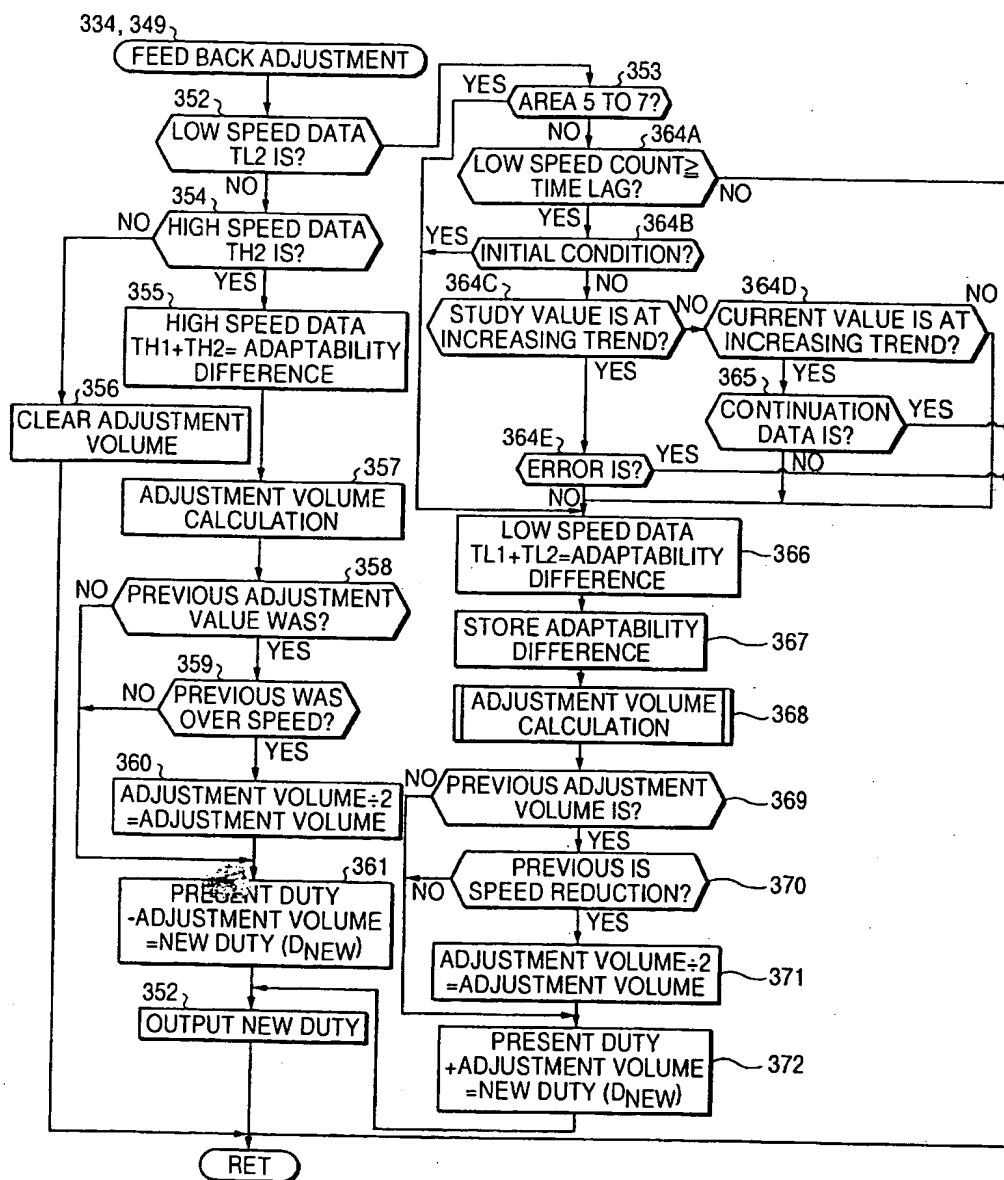


FIG. 34

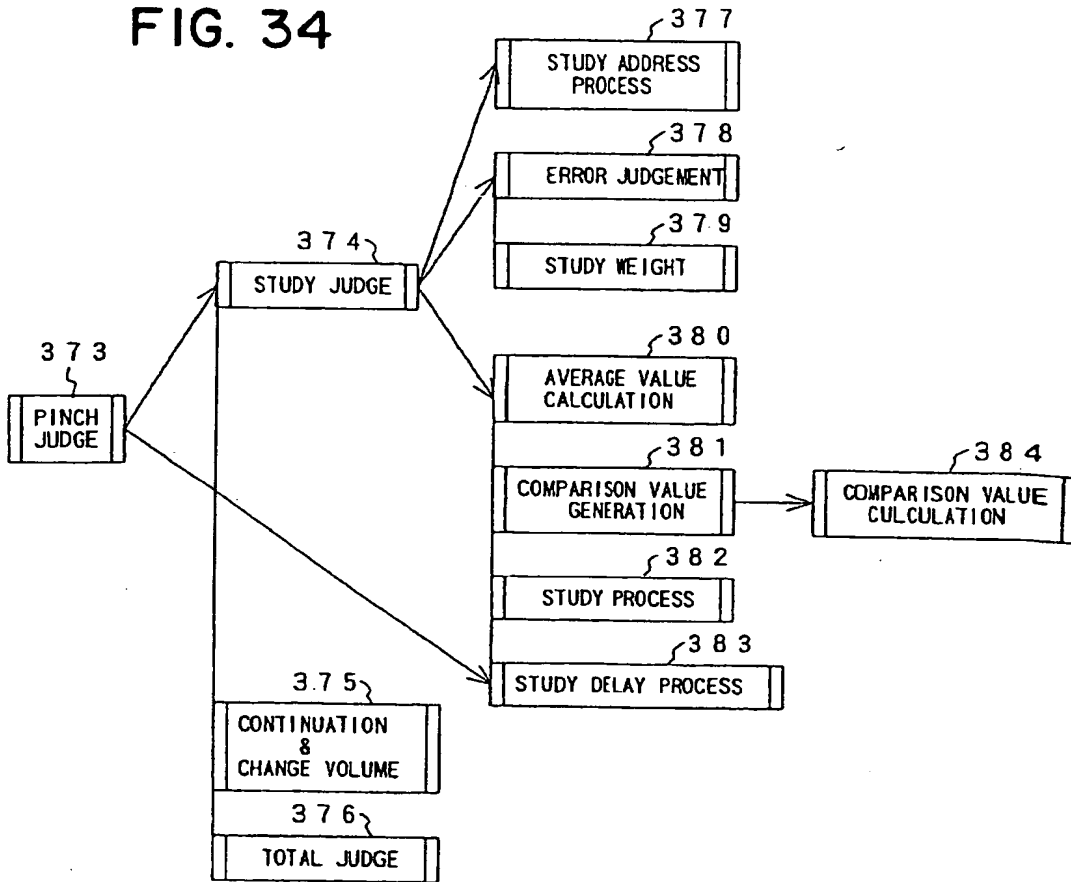




FIG. 35

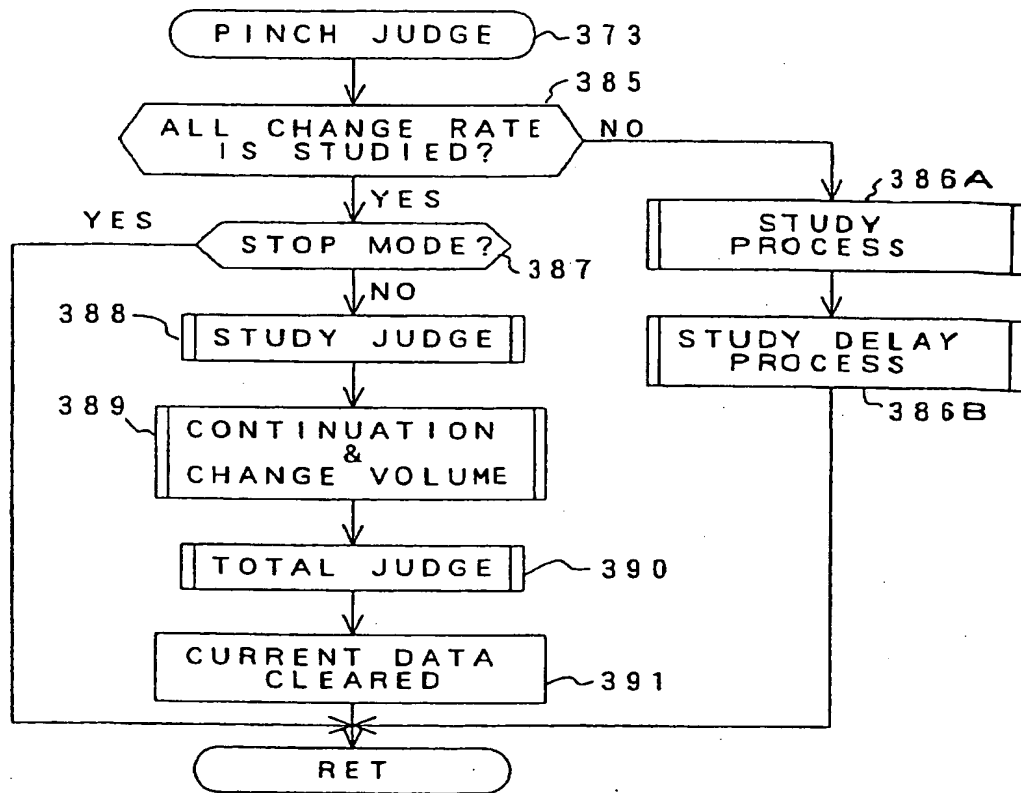


FIG. 36

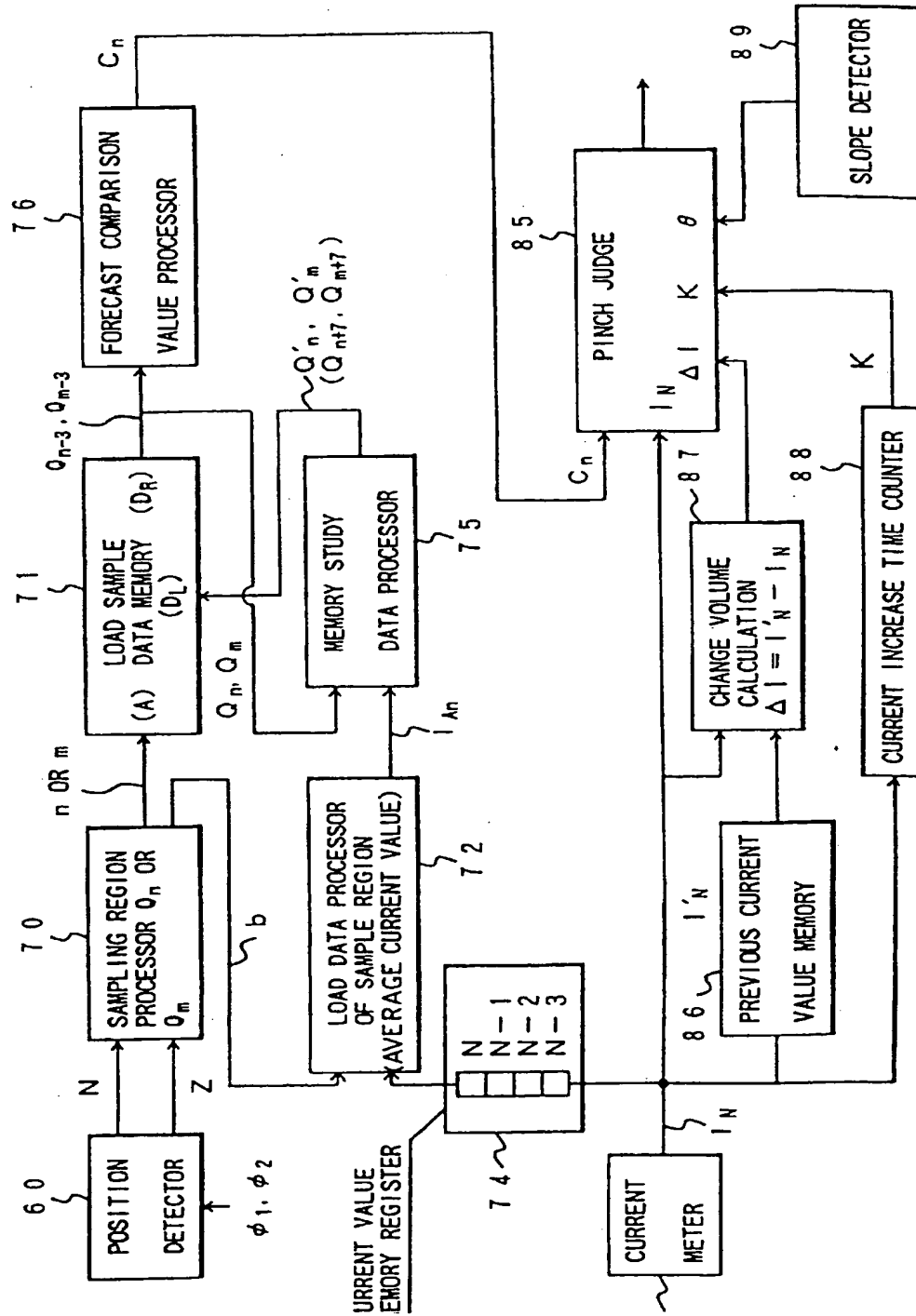


FIG. 37

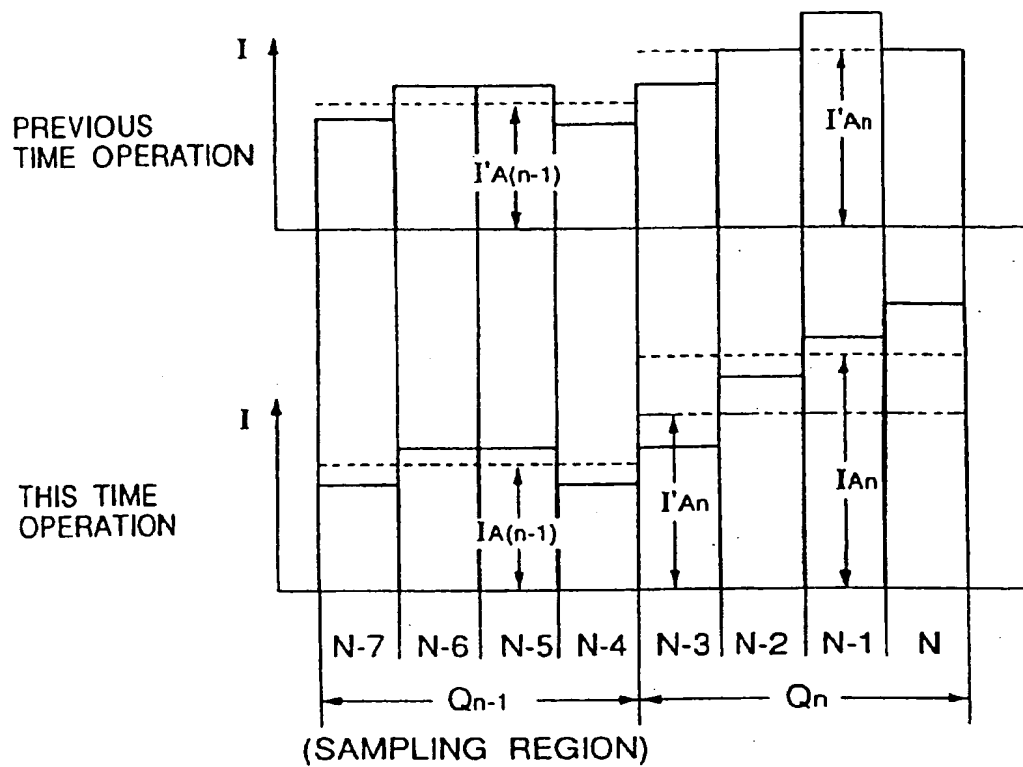


FIG. 38

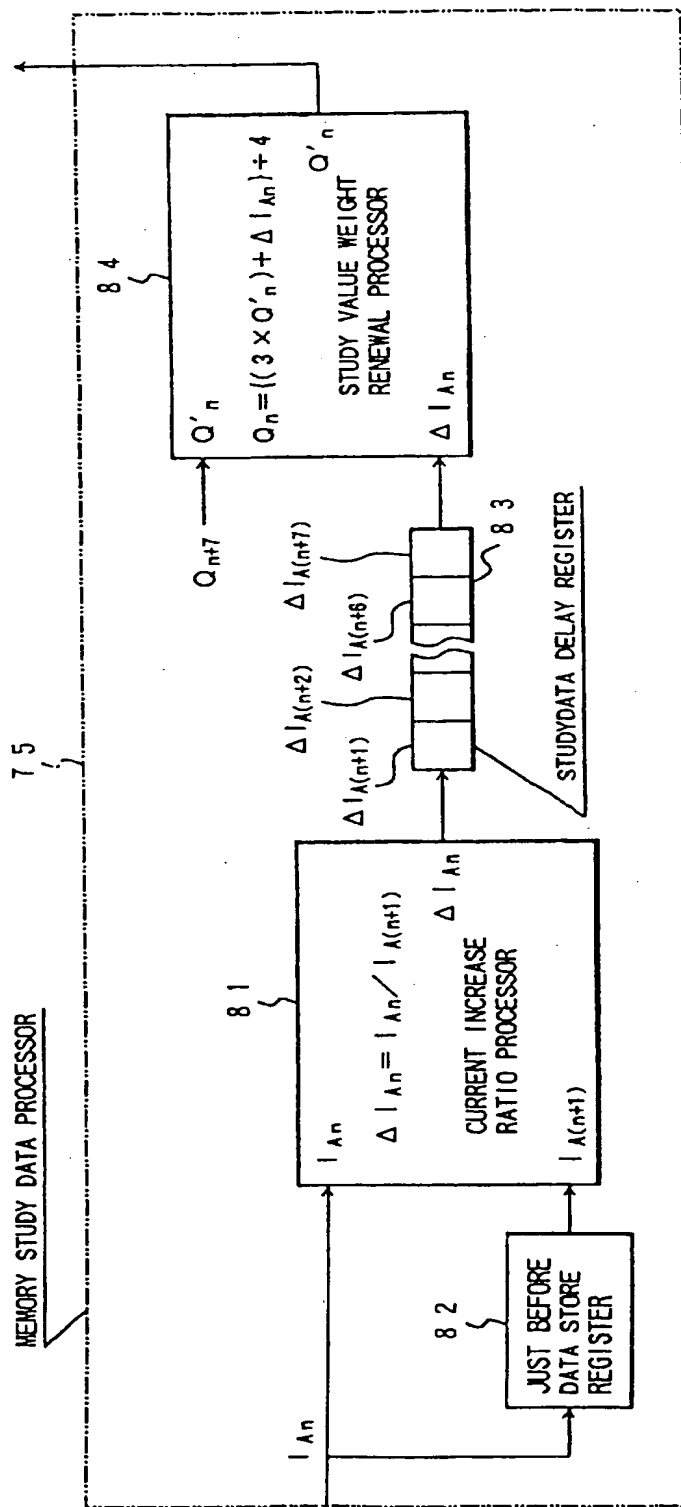


FIG. 39

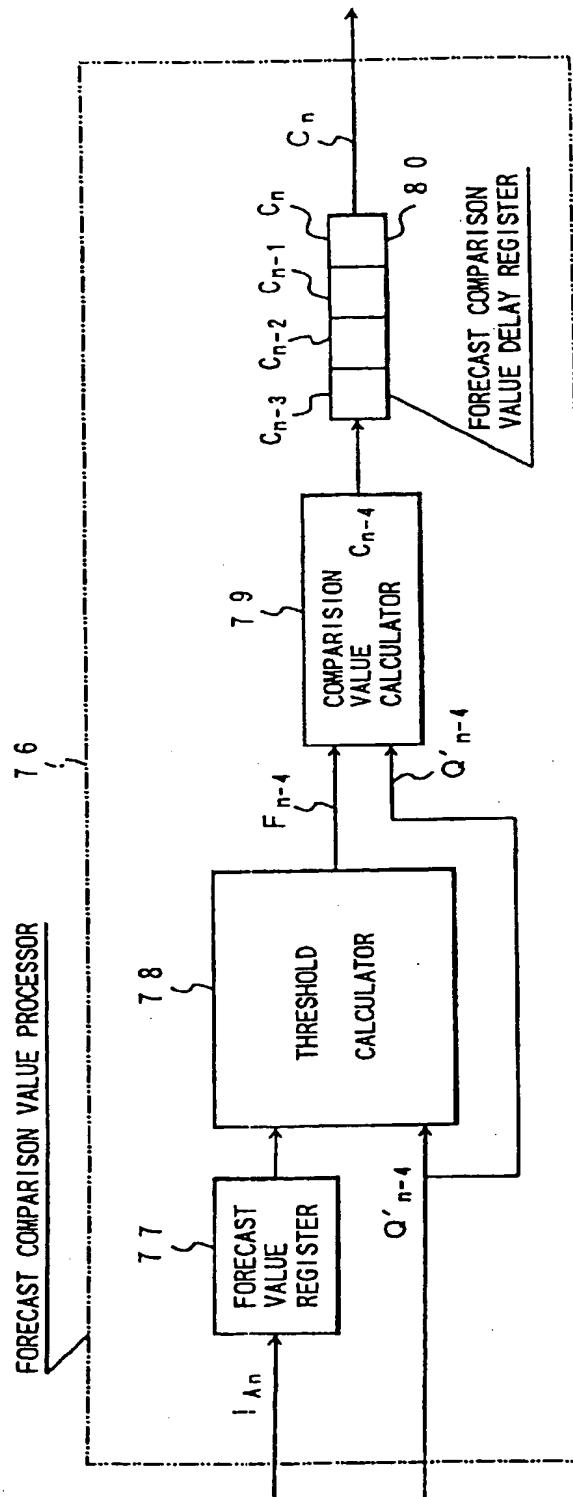


FIG. 40



FIG. 41

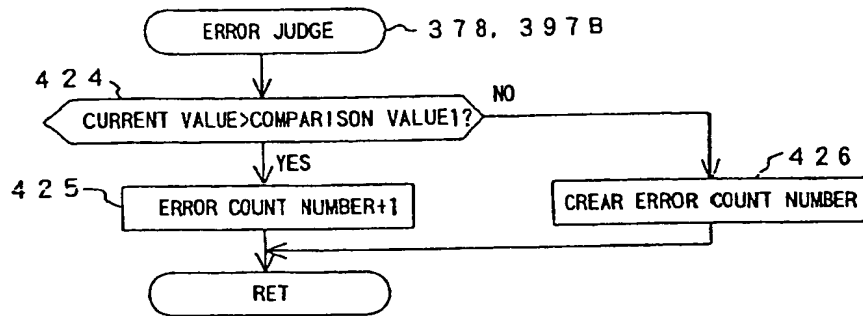


FIG. 42

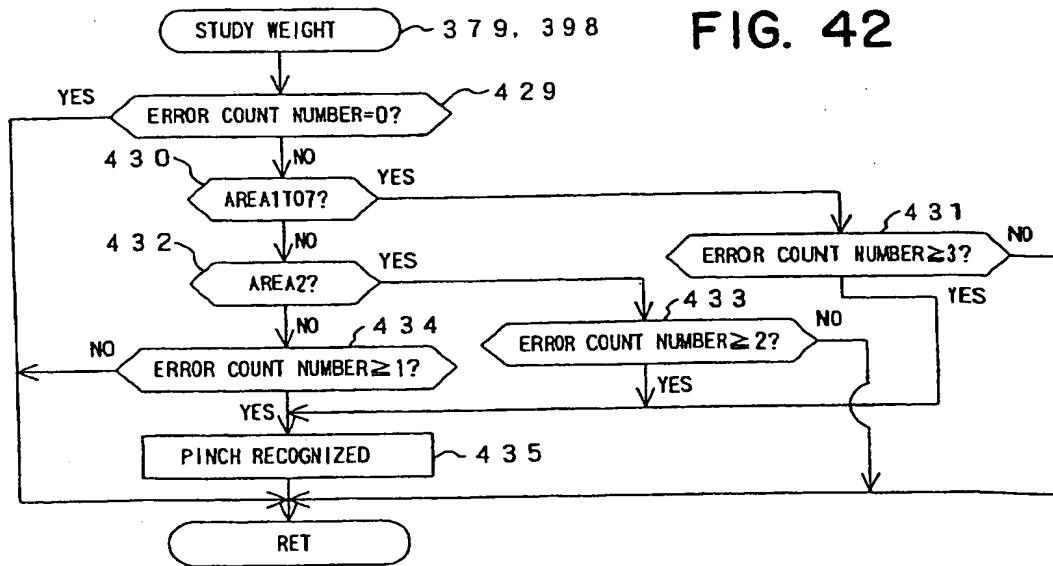


FIG. 43

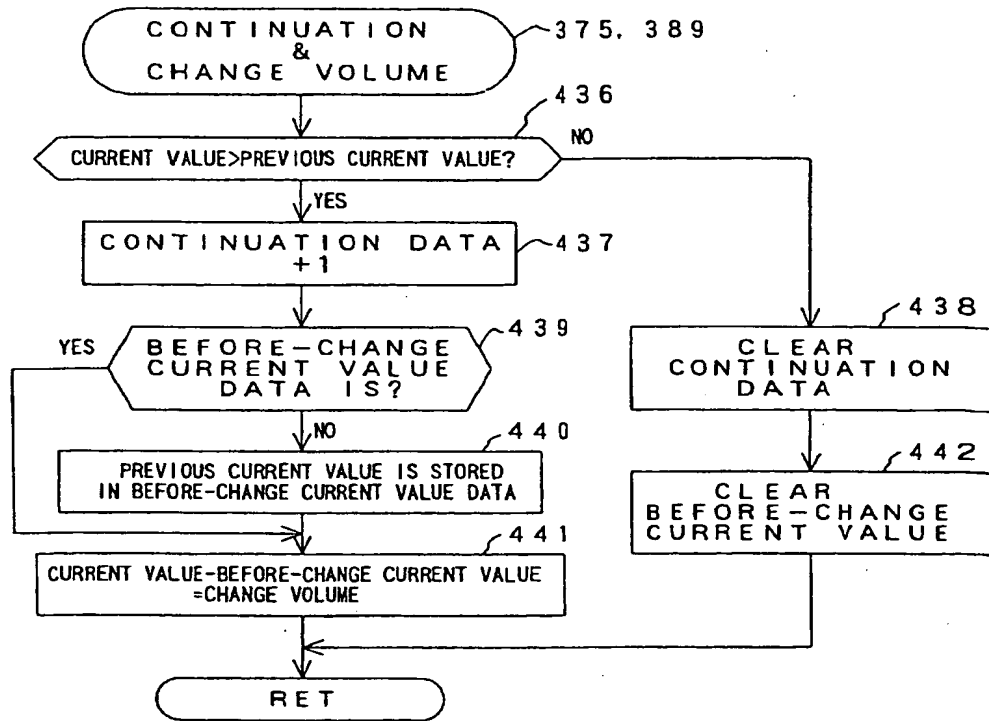




FIG. 44

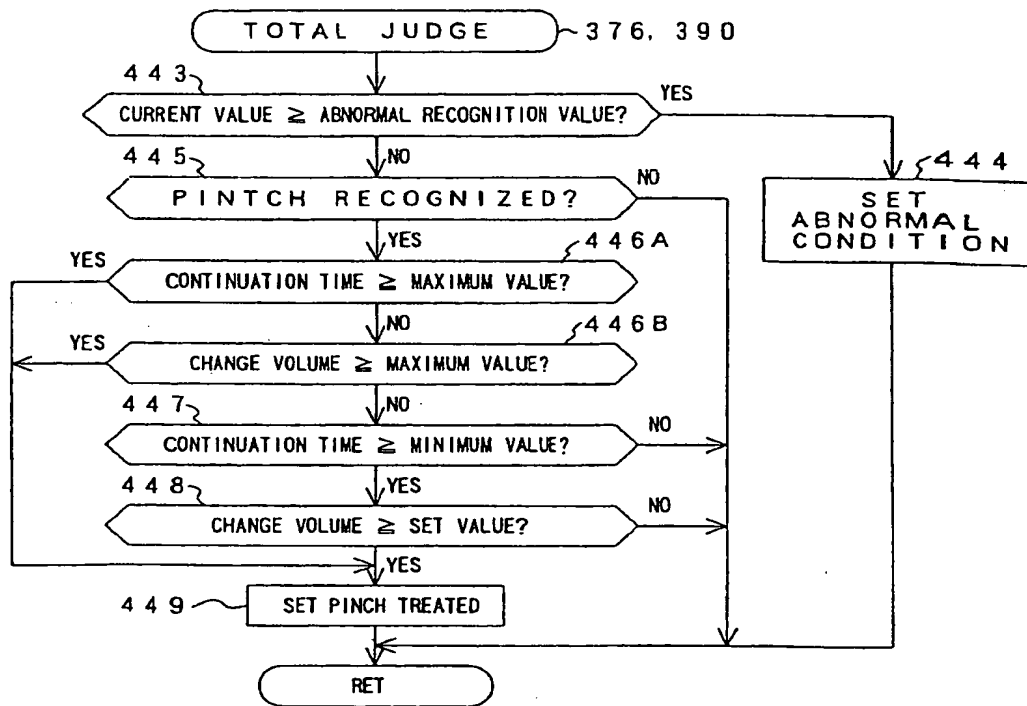


FIG. 45

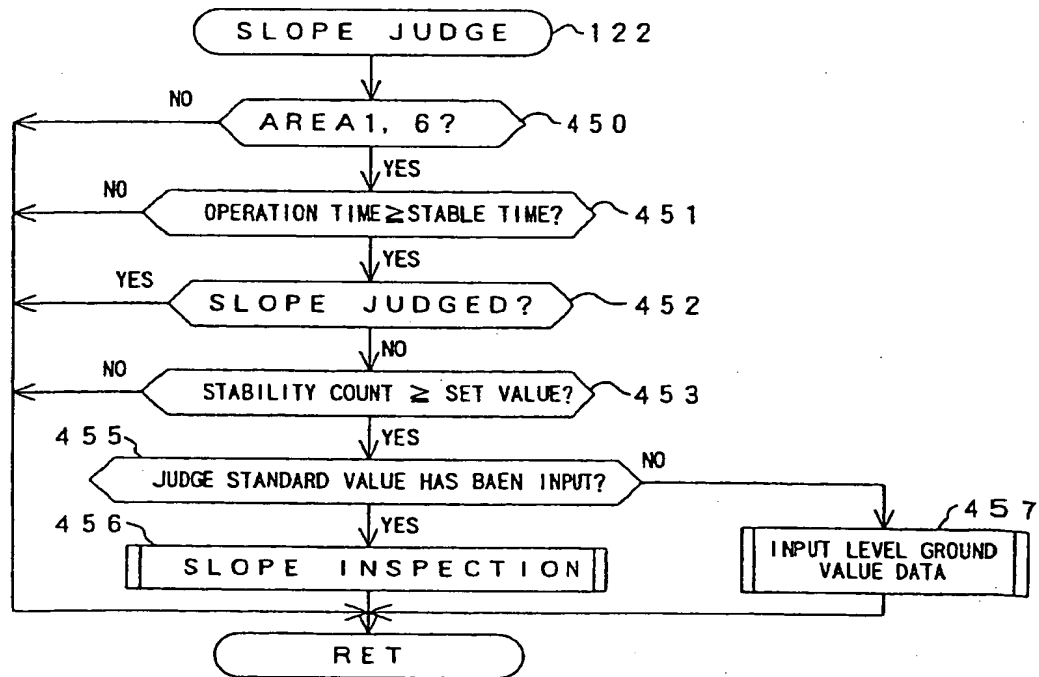


FIG. 46

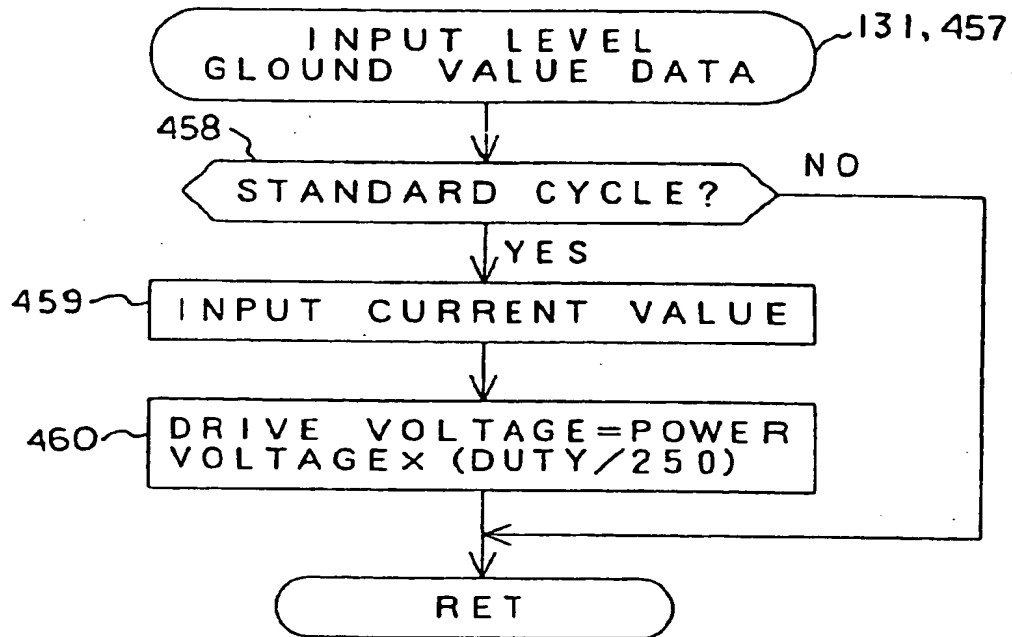


FIG. 47

